

GC
977
H62A,
V.1,PT.1

REYNOLDS HISTORICAL
● GENEALOGY COLLECTION

ALLEN COUNTY PUBLIC LIBRARY



3 1833 01715 4847



Digitized by the Internet Archive
in 2010 with funding from
Allen County Public Library Genealogy Center

1778.

HISTORY OF
THE OHIO FALLS CITIES
AND THEIR COUNTIES,

WITH

ILLUSTRATIONS AND BIOGRAPHICAL SKETCHES

v. 1, pt. 1

VOL. I.

CLEVELAND, O.:

L. A. WILLIAMS & CO.

1882.

F
894
. #1

PREFATORY NOTE.

The compilers and publishers of this volume acknowledge with thankfulness the invaluable aid and co-operation of many citizens of Louisville and other parts of the country, who have manifested the liveliest interest in the enterprise and the friendliest feeling for it. We desire particularly to name, as objects of this gratitude, Richard H. Collins, LL. D., the distinguished historian of Kentucky; Colonel R. T. Durrett; Colonel Thomas W. Bullitt; Mr. C. K. Caron, publisher of an almost unrivaled series of City Directories; ex-Governor Charles Anderson, of Kuttawa, Owen county, Kentucky; Miss Annie V. Pollard, librarian of the Polytechnic Society, whose fine collection of books was freely placed at the disposal of our writers; and Mrs. Jennie F. Atwood, of the Louisville Public Library. Obligations of almost equal weight should be acknowledged to many more, too numerous to be named here. Some of them, who have most kindly contributed sections of the work, are mentioned hereafter, in text or foot-notes.

The chief authorities for the annals of the city have necessarily been McMurtrie's Sketches of Louisville, Ben Casseday's little but very well prepared History, Colonel Durrett's newspaper articles, and Dr. Collins's History of Kentucky; though a multitude of volumes, pamphlets, newspaper files, oral traditions, and other sources of information, have been likewise diligently consulted. The Biographical Encyclopædia of Kentucky has furnished large, though by no means exclusive, materials for certain of the chapters. It is hoped that the total result of the immense labor of investigation, compilation, and arrangement, will at least redeem this work from the scope of Horace Walpole's remark, "Read me anything but history, for history must be false;" or the reproach of Napoleon's question, "What is history after all, but a fiction agreed upon?"

CLEVELAND, OHIO, May 24, 1882.

CONTENTS.

HISTORICAL.

GENERAL HISTORY.		PAGE.		PAGE.
CHAPTER.			VI.—The Fourth Decade	223
I.—The Mound Builder		9	VII.—The Fifth Decade	245
II.—The Red Man		18	VIII.—The Sixth Decade	264
III.—The White Man		32	IX.—The Seventh Decade	287
IV.—George Rogers Clark		36	X.—The Eighth Decade	304
V.—The Falls, the Canal and the Bridges		41	XI.—The Ninth Decade	322
VI.—Roads, Railroads, and Steamers		57	XII.—The Tenth Decade	337
HISTORY OF JEFFERSON COUNTY, KENTUCKY.			XIII.—The Incomplete Decade	353
CHAPTER.		PAGE.	XIV.—The Ancient Suburbs	359
I.—Geography and Geology		65	XV.—Religion in Louisville	359
II.—Organization—Jefferson county		77	XVI.—The Charities of Louisville	400
III.—Prisons and Court-houses		81	XVII.—Public Education in Louisville	408
IV.—Record of Jefferson county		85	XVIII.—Louisville Libraries	421
HISTORY OF LOUISVILLE.			XIX.—The Press of Louisville	427
CHAPTER.		PAGE.	XX.—The Medical Profession	442
I.—The City of Louisville		153	XXI.—Bench and Bar	481
II.—The City of Louisville		157	XXII.—General Business	518
III.—The City of Louisville		175	XXIII.—Societies and Clubs	571
IV.—The City of Louisville		202	XXIV.—The City Government	576
V.—The City of Louisville		211	XXV.—The Civil List of Louisville	597
			Appendix	606

BIOGRAPHICAL.

	PAGE.		PAGE.
Alexander, General E. P.	539	Bridgeford, James	533
Avery, Benjamin F.	547	Brown, James	557
Anderson, James, Jr.	552	Baxter, Ex-mayor John G.	593
Bullitt, Family	157	Campbell, Colonel John	160
Bullitt, Captain	158	Clark, George Rogers	168
Butler, Professor Noble	417	Casseday, Samuel	between 232 and 233
Bell, T. S., M. D.	412	Caldwell, William B., M. D.	451
Bodine, Professor James Morrison, M. D.	417	Cheatham, Dr. W.	458
Breyfogle, William L., M. D.	457	Cummins, Dr. David	461
Rolling, Dr. W. H.	462	Coomes, Dr. M. F.	491
Bullock, William Fontaine	483	Caldwell, George Alfred	494
Barr, John W.	485	Caldwell, Isaac	496
Bloom, Nathan	488	Curd, Hadden Trigg	496
Bloom, Squire	490	Casseday, Samuel	505
Boone, Colonel William P.	496	Coggeshall, Samuel	571
Boone, Colonel J. Rowan	496	Danforth, Joseph	590
Bruce, Hon. H. W.	499	Force, Erasmus D., M. D.	452
Bullitt, Alexander Scott	504	Fischer, Joseph J.	539
Bullitt, William Christian	505	Guthrie, James	439

CONTENTS.

	PAGE.		PAGE.
Att, R. C., M. D.	450	Phillips, James S.	551
Bacon, Major John	497	Prather, Captain Fred	4900
Bishop, Alexander	560	Quarrier, Archibald A.	544
Brown, Hon. Thomas I.	534	Reynolds, Professor Dudley Sharpe M. D.	453
Cobb, Charles D.	467	Robinson, R. A.	561
Coffey, Colonel R. M.	434	Robinson, Rev. Stuart, D. D.	4600
Kastenbine, L. D., M. D.	450	Scott, Charles Wilson, M. D.	445
Kincaid, Joseph F., Esq.	509	Scott, Preston Brown, A. M., M. D.	455
Kincaid, Hon. C. E.	541	Speed, Hon. James	452
Lathigow, James S.	547	Staten, George Henry J.	487
Long, Dennis	530	Stoddard, Hon. E. D.	532
Long, Charles R.	560	Swagar, Captain Joseph	542
Long, William H., M. D.	466	Swaney, Captain Z. M.	4956
Thomas, Joseph McDaniel, M. D.	458	Tarascons, The	4882
Morris, Hon. George W.	545	Tilden, Charles	534
Moore, George H.	570	Tyler, Levi	568
Miller, Judge Isaac	490	Tramm, James	594
Miller, Robert N.	469	Vecch, R. S.	4968
Miller, Dr. Warwick	467	Verbeest, H. Jr.	507
Norton, Rev. Dr. J. N.	503	Wilson, Hon. W. S.	475
Newcomb, L. Vinton	541	Ward, Hon. R. J.	501
Prentice, George D.	437	Yandell, Dr. L. P. Sr.	471
Pirtle, Judge Henry	441	Yandell, Dr. L. P. Jr.	462
Pope, Worden	501		

ILLUSTRATIONS.

	PAGE.		PAGE.
Portrait of General George Rogers Clark	facing 36	Portrait of Dr. L. P. Vandell, Jr.	facing 462
Portrait of General Zachary Taylor	facing 62	Portrait of Dr. John Goodman	facing 495
Portrait of General W. P. Boone	facing 112	Portrait of Dr. W. H. Long	facing 480
Lithograph of Dr. Daniel Root	facing 133	Portrait of Hon. James Speed	facing 482
Portrait of William C. Bullitt	facing 157	Portrait of John W. Baur	facing 485
Portrait of Levi Tyler	facing 161	Portrait of Judge Henry J. Sines	facing 487
Portrait of Hon. James Harrison	facing 210	Portrait of Colonel George Alfred Caldwell	facing 494
Portrait of John L. Audabon	facing 221	Portrait of Isaac Caldwell	facing 495
Portrait of Louis Etienne	facing 238	Portrait of Colonel J. Rowan Boone	facing 496
Portrait of James Guthrie	facing 245	Portrait of R. S. Veach	facing 498
Portrait of Samuel Cassiday	facing 252	Portrait of Hon. H. W. Bruce	facing 499
Portrait of Judge Henry Pirtle	facing 259	Portrait of Hamilton Pope	facing 501
Portrait of James Anderson, Jr.	facing 287	Portrait of Joseph B. Kinhead	facing 506
Portrait of W. F. Bullock	facing 290	View of Main Street, Louisville	facing 513
Portrait of George D. Prentiss	facing 304	Portrait of John P. Boone	facing 521
Portrait of Robert J. Ward	facing 277	Portrait of J. M. Atherton	facing 525
Portrait of James Bridgeford	facing 295	Portrait of N. Bloom	facing 533
Portrait of Z. M. Sherley	facing 304	Portrait of Hon. L. D. Stanford	facing 532
Portrait of James Tilden	between 312 and 313	Portrait of Charles Tilden	facing 534
Portrait of H. T. Card	between 312 and 313	Portrait of Thomas L. Jefferson	facing 536
Portrait of J. S. Lathrop	facing 320	Portrait of General F. P. Alexander	facing 539
Portrait of Rev. Dr. Stuart Robinson	facing 331	Portrait of H. Victor Newcomb	facing 541
Portrait of Rev. Dr. J. N. Norton	facing 333	Portrait of Captain Joseph Sagar	facing 542
Portrait of Prof. Noble Butler	facing 417	Portrait of A. A. Quarrier	facing 544
Portrait of W. N. Haldeman	facing 429	Portrait of Hon. George W. Morris	facing 545
Portrait of R. M. Kelly	facing 432	Portrait of B. F. Avery	facing 547
Portrait of Hon. W. S. Wilson	facing 435	Portrait of J. T. Gathright	between 548 and 549
Portrait of Dr. T. S. Bell	facing 442	Portrait of Thomas L. Barret	between 548 and 549
Portrait of R. C. Hewitt	between 444 and 445	Portrait of Dennis Long	facing 550
Portrait of W. H. Bolling	between 444 and 445	Portrait of James S. Phelps	facing 552
Portrait of Dr. J. M. Bodine	facing 447	Portrait of James Brown	facing 557
Portrait of Dr. L. P. Vandell, Sr.	facing 449	Portrait of S. A. Robinson	facing 561
Portrait of William B. Caldwell	facing 451	Portrait of Joseph Danforth	facing 566
Portrait of Dr. Erasmus D. Force	facing 452	Portrait of H. Verhoeff	facing 568
Portrait of Dr. Dudley S. Reynolds	facing 453	Portrait of Alexander Harbison	facing 569
Portrait of Dr. P. B. Scott	facing 455	Portrait of George H. Moore	facing 570
Portrait of L. D. Kastenbaine, M. D.	facing 459	Portrait of Samuel Coggeshall	facing 571
Portrait of Dr. W. L. Breyfogle	facing 457	Portrait of W. W. Hullings	facing 572
Portrait of Dr. W. Cheatham	between 458 and 459	Portrait of Charles D. Jacob	facing 576
Portrait of Joseph M. Matthews, M. D.	between 458 and 459	Portrait of John G. Baxter	facing 593
Portrait of Dr. M. F. Coomes	between 460 and 461	Portrait of Charles R. Long	facing 596
Portrait of Dr. David Cummins	between 460 and 461		

HISTORY OF THE OHIO FALLS COUNTIES.

CHAPTER I.

THE MOUND BUILDER.

The American Aborigine—The Primitive Dweller at the Falls—The Toltecs—The Mound Builders' Empire—Their Works—Enclosures for Defense—Sacred Enclosures—Miscellaneous Enclosures—Mounds of Sacrifice—Temple Mounds—Burial Mounds—Signal Mounds—Effigy or Animal Mounds—Garden Beds—Mines—Contents of the Mounds—The Mound Builders' Civilization—The Builders about the Falls—Curious Relics Found.

THE AMERICAN ABORIGINE.

The red men whom Columbus found upon this continent, and whom he mistakenly calls Indians, were not its aborigines. Before them were the strange, mysterious people of the mounds, who left no literature, no inscriptions as yet decipherable, if any indeed, no monuments except the long-forest-covered earth- and stone-works. No traditions of them, by common consent of all the tribes, were left to the North American Indian. As a race, they have vanished utterly in the darkness of the past. But the comparatively slight traces they have left tend to conclusions of deep interest and importance, not only highly probable, but rapidly approaching certainty. Correspondences in the manufacture of pottery and in the rude sculptures found, the common use of the serpent-symbol, the likelihood that all were sun-worshippers and practiced the horrid rite of human sacrifice, and the tokens of commercial intercourse manifest by the presence of Mexican porphyry and obsidian in the Ohio Valley mounds, together with certain statements of the Mexican annalists, satisfactorily demonstrate, in the judgment of many antiquaries, the racial alliance, if not the identity, of our Mound Builders with the ancient Mexicans, whose descendants, with their remarkable civilization, were found in the coun-

try when Cortes entered it in the second decade of the sixteenth century.

The migrations of the Toltecs, one of the Mexican tribes, from parts of the territory now covered by the United States, are believed to have reached through about a thousand years. Apart from the exile of the princes and their allies, and very likely an exodus now and then compelled by their enemy and ultimate conquerors, the Chichimec who at last followed them to Mexico, the Mound Builders were undoubtedly, in the course of the ages, pressed upon, and finally the last of them—unless the Natchez and Mandan tribes, as some suppose, are to be considered connecting links between the Toltecs and the American Indians—driven out by the red men. The usual opening of the gateways in their works of defense, looking to the east and northeastward, indicates the direction from which their enemies were expected. They were, not improbably, the terrible Iroquois and their allies, the first really formidable Indians encountered by the French discoverers and explorers in "New France" in the seventeenth century. A silence as of the grave is upon the history of their wars, doubtless long and bloody, the savages meeting with skilled and determined resistance, but their ferocious and repeated attacks, continued, mayhap, through several centuries, at last expelling the more civilized people—

"And the Mound Builders vanished from the earth," unless, indeed, as the works of learned antiquaries assume and as is assumed above, they afterwards appear in the Mexican story. Many of the remains of the defensive works at the South and across the land toward Mexico are of an unfinished type and pretty plainly indicate that the retreat of the Mound Builders was in that direc-

tion, and that it was hastened by the renewed onslaughts of their fierce pursuers or by the discovery of a fair and distant land, to which they determined to emigrate in the hope of secure and untroubled homes. Professor Short, however, in his *North Americans of Antiquity*, arguing from the lesser age of trees found upon the Southern works, is "led to think the Gulf coast may have been occupied by the Mound Builders for a couple of centuries after they were driven by their enemies from the country north of the mouths of the Missouri and Ohio rivers." He believes two thousand years is time enough to allow for their total occupation of the country north of the Gulf of Mexico, "though after all it is but conjecture." He adds: "It seems to us, however, that the time of abandonment of their works may be more closely approximated. A thousand or two years may have elapsed since they vacated the Ohio valley, and a period embracing seven or eight centuries may have passed since they retired from the Gulf coast." The date to which the latter period carries us back, approximates somewhat closely to that fixed by the Mexican annalists as the time of the last emigration of a people of Nahuatl stock from the northward.

THE MOUND BUILDERS' EMPIRE.

Here we base upon firmer ground. The extent and something of the character of this are known. They are tangible and practical realities. We stand upon the mounds, pace off the long lines of the enclosures, collect and handle and muse upon the long-buried relics now in our public and private museums. The domain of the Mound Builders was well-nigh coterminous with that of the Great Republic. Few States of the Union are wholly without the ancient monuments. Singular to say, however, in view of the huge heaps and barrows of shells left by the aboriginal man along the Atlantic shore, there are no earth or stone mounds or enclosures of the older construction on that coast. Says Professor Short:

No authentic remains of the Mound Builders are found in the New England States. . . . In the former we have an isolated mound in the valley of the Kennebec, in Maine, and dinotations of enclosures near Saco and Concord, in New Hampshire, but there is no certainty of their being the work of this people. . . . Mr. Spurr pronounces them to be purely the work of Red Indians. . . . Colonel Whittelsey would assign them fort-

like structures, the enclosures of Western New York, and common upon the rivers discharging themselves into Lakes Erie and Ontario from the south, differing from the more southern enclosures, in that they were surrounded by trenches on their outside, while the latter uniformly have the trench on the inside of the enclosure, to a people anterior to the red Indian and perhaps contemporaneous with the Mound Builders, but distinct from either. The more reasonable view is that of Dr. Foster, that they are the frontier works of the Mound Builders, adapted to the purposes of defense against the sudden irruptions of hostile tribes. . . . It is probable that these defenses belong to the last period of the Mound Builders' residence on the lakes, and were erected when the more warlike peoples of the North, who drove them from their cities, first made their appearance.

The Builders quarried flint in various places, soapstone in Rhode Island and North Carolina, and in the latter State also the translucent mica found so widely dispersed in their burial mounds in association with the bones of the dead. They mined or made salt, and in the Upper Peninsula of Michigan they got out, with infinite labor, the copper, which was doubtless their most useful and valued metal. The Lower Peninsula of that State is rich in ancient remains, particularly in mounds of sepulture; and there are "garden beds" in the valleys of the St. Joseph and the Kalamazoo, in Southwestern Michigan; but "excepting ancient copper mines, no known works extend as far north as Lake Superior anywhere in the central region. Farther to the northwest, however, the works of the same people are comparatively numerous. Dr. Foster quotes a British Columbia newspaper, without giving either name or date, as authority for the discovery of a large number of mounds, seemingly the works of the same people who built further east and south. On the Butte prairies of Oregon, Wilkes and his exploring expedition discovered thousands of similar mounds." We condense further from Short:

All the way up the Yellowstone region and on the upper tributaries of the Missouri, mounds are found in profusion.

The Missouri valley seems to have been one of the most populous branches of the widespread Mound Builder country. The valleys of its affluents, the Platte and Kansas rivers, also furnish evidence that these streams served as the channels into which flowed a part of the tide of population which either descended or ascended the Missouri. The Mississippi and Ohio river valleys, however, formed the great central arteries of the Mound Builder domain. In Wisconsin we find the northern central limit of their works; occasionally, on the western shores of Lake Michigan, but in great numbers in the southern counties of the State, and especially on the lower Wisconsin river.

The remarkable similarity of one group of works, on a branch of Rock river in the south of

that State, to some of the Mexican antiquities led to the christening of the adjacent village as Aztalan—which (or Aztlan), meaning whiteness, was a name of the "most attractive land" somewhere north of Mexico and the sometime home of the Aztec and the other Nahuatl nations. If rightly conjectured as the Mississippi valley, or some part of it, that country may well have included the site of the modern Aztalan.

Across the Mississippi, in Minnesota and Iowa, the predominant type of circular tumuli prevails, extending throughout the latter State to Missouri. There are evidences that the Upper Missouri region was connected with that of the Upper Mississippi by settlements occupying the intervening country. Mounds are often found even in the valley of the Red river of the North. Descending to the interior, we find the heart of the Mound Builder country in Illinois, Indiana, and Ohio. It is uncertain whether its vital center was in Southern Illinois or Ohio—probably the former, because of its geographical situation with reference to the mouths of the Missouri and Ohio rivers. The site of St. Louis was formerly covered with mounds, one of which was thirty-five feet high, while in the American Bottom, on the Illinois side of the river, their number approximates two hundred.

It is pretty well known, we believe, that St. Louis takes its fanciful title of "Mound City" from the former fact.

The multitude of mound works which are scattered over the entire northeastern portion of Missouri indicate that the region was once inhabited by a population so numerous that in comparison its present occupants are only as the scattered pioneers of a new settled country. The same sagacity which chose the neighborhood of St. Louis for these works, covered the site of Cincinnati with an extensive system of circumnvallations and mounds. Almost the entire space now occupied by the city was utilized by the mysterious Builders in the construction of embankments and tumuli, built upon the most accurate geometrical principles, and evincing keen military foresight. The vast number as well as magnitude of the works found in the State of Ohio, have surprised the most careless and indifferent observers. It is estimated by the most conservative, and Messrs. Squier and Davis among them, that the number of tumuli in Ohio equals ten thousand, and the number of enclosures one thousand or one thousand five hundred. In Ross county alone one hundred enclosures and upwards of five hundred mounds have been examined. The Alleghany mountains, the natural limit of the great Mississippi basin, appear to have served as the eastern and southeastern boundary of the Mound Builder country. In Western New York, Western Pennsylvania, West Virginia, and in all of Kentucky and Tennessee, their remains are numerous, and in some instances imposing. In Tennessee, especially, the works of the Mound Builders are of the most interesting character. Colonies of Mound Builders seem to have passed the great natural barrier in North Carolina and left remains in Marion county, while still others penetrated into South Carolina, and built on the Wateree river.

Mounds in Mississippi also have been examined, with interesting results.

On the southern Mississippi, in the area embraced between the termination of the Cumberland mountains, near Florence and Tusculumbia, in Alabama, and the mouth of Big Black river, this people left numerous works, many of which were of a remarkable character. The whole region bordering on the tributaries of the Tombigbee, the country through which the Wolf river flows, and that watered by the Yazoo river and its affluents, was densely populated by the same people who built mounds in the Ohio valley. The State of Louisiana and the valleys of the Arkansas and Red rivers were not only the most thickly populated wing of the Mound Builder domain, but also furnish us with remains presenting affinities with the great works of Mexico so striking that no doubt can longer exist that the same people were the architects of both. It is needless to discuss the fact that the works of the Mound Builders exist in considerable numbers in Texas, extending across the Rio Grande into Mexico, establishing an unmistakable relationship as well as actual union between the truncated pyramids of the Mississippi valley and the Tocali of Mexico, and the countries further south.

Such, in a general way, was the geographical distribution of the Mound Builders within and near the territory now occupied by the United States.

THEIR WORKS.

They are—such of them as are left to our day—generally of earth, occasionally of stone, and more rarely of earth and stone intermixed. Dried bricks, in some instances, are found in the walls and angles of the best pyramids of the Lower Mississippi valley. Often, especially for the works devoted to religious purposes, the earth has not been taken from the surrounding soil, but has been transported from a distance, probably from some locality regarded as sacred. They are further divided into enclosures and mounds or tumuli. The classification of these by Squier and Davis, in their great work on "The Ancient Monuments of the Mississippi Valley," published by the Smithsonian Institution, thirty-four years ago, has not yet been superseded. It is as follows:

I. Enclosures—For Defense, Sacred, Miscellaneous.

II. Mounds—Of Sacrifice, or Temple-sites, of Sepulture, of Observation.

To these may properly be added the Animal or Effigy (emblematic or symbolical) Mounds, and some would add Mounds for Residence. The Garden-beds, if true remains of the Builders, may also be considered a separate class; likewise mines and roads, and there is some reason to believe that canals may be added.

I. ENCLOSURES FOR DEFENSE. A large and interesting class of the works is of such a nature that the object for which they were thrown up is unmistakable. The "forts," as they are popularly called, are found throughout the length and breadth of the Mississippi valley, from the Alleghanies to the Rocky mountains. The rivers of this vast basin have worn their valleys deep in the original plain, leaving broad terraces leading like gigantic steps up to the general level of the country. The sides of the terraces are often steep and difficult of access, and sometimes quite inaccessible. Such locations would naturally be selected as the site of defensive works, and there, as a matter of fact, the strong and complicated embankments of the Mound Builders are found. The points have evidently been chosen with great care, and are such as would, in most cases, be approved by modern military engineers. They are usually on the higher ground, and are seldom commanded from positions sufficiently near to make them untenable through the use of the short-range weapons of the Builders, and, while rugged and steep on some of their sides, have one or more points of easy approach, in the protection of which great skill and labor seem to have been expended. They are never found, nor, in general, any other remains of the Builders, upon the lowest or latest-formed river terraces or bottoms. They are of irregular shape, conforming to the nature of the ground, and are often strengthened by extensive ditches. The usual defense is a simple embankment thrown up along and a little below the brow of the hill, varying in height and thickness according to the defensive advantage given by the natural declivity.

"The walls generally wind around the borders of the elevations they occupy, and when the nature of the ground renders some points more accessible than others, the height of the wall and the depth of the ditch at those weak points are proportionally increased. The gateways are narrow and few in number, and well guarded by embankments of earth placed a few yards inside of the openings or gateways and parallel with them, and projecting somewhat beyond them at each end, thus fully covering the entrances, which, in some cases, are still further protected by projecting walls on either side of them. These works are somewhat numerous, and indicate a clear appre-

ciation of the elements, at least, of fortification, and unmistakably point out the purpose for which they were constructed. A large number of these defensive works consist of a line of ditch and embankment, or several lines carried across the neck of peninsulas or bluff headlands, formed within the bends of streams—an easy and obvious mode of fortification, common to all rude peoples."* Upon the side where a peninsula or promontory merges into the mainland of the terrace or plateau, the enclosure is usually guarded by double or overlapping walls, or a series of them, having sometimes an accompanying mound, probably designed, like many of the mounds apart from the enclosures, as a lookout station, corresponding in this respect to the bar-bican of our British ancestors in the Middle Ages.

As natural strongholds the positions they occupy could hardly be excelled, and the labor and skill expended to strengthen them artificially rarely fail to awake the admiration and surprise of the student of our antiquities. Some of the works are enclosed by miles of embankment still ten to fifteen feet high, as measured from the bottom of the ditch. In some cases the number of openings in the walls is so large as to lead to the conclusion that certain of them were not used as gateways, but were occupied by bastions or block-houses long ago decayed. This is a marked peculiarity of the great work known as "Fort Ancient," on the Little Miami river and railroad, in Warren county, Ohio. Some of the forts have very large or smaller "dug-holes" inside, seemingly designed as reservoirs for use in a state of siege. Occasionally parallel earth-walls, of lower height than the embankments of the main work, called "covered ways," are found adjacent to enclosures, and at times connecting separate works, and seeming to be intended for the protection of those passing to and fro within them. These are considered by some antiquaries, however, as belonging to the sacred enclosures.

This class of works abound in Ohio. Squier and Davis express the opinion that "there seems to have been a system of defenses extending from the sources of the Susquehanna and Alleghany, in Western New York, diagonally across the country through central and northern Ohio

*American Cyclopædia, article "American Antiquities."

to the Wabash. Within this range the works that are regarded as defensive are largest and most numerous." The most notable, however, of the works usually assigned to this class in this country is in Southern Ohio, forty-two miles northeast of Cincinnati. It is the Fort Ancient already mentioned. This is situated upon a terrace on the left bank of the river, two hundred and thirty feet above the Little Miami, and occupies a peninsula defended by two ravines, while the river itself, with a high, precipitous bank, defends the western side. The walls are between four and five miles long, and ten to twenty feet high, according to the natural strength of the line to be protected. A resemblance has been traced in the walls of the lower enclosure "to the form of two massive serpents, which are apparently contending with one another. Their heads are the mounds, which are separated from the bodies by the opening, which resembles a ring around the neck. They bend in and out, and rise and fall, and appear like two massive green serpents rolling along the summit of this high hill. Their appearance under the overhanging forest trees is very impressive."* Others have found a resemblance in the form of the whole work to a rude outline of the continent of North and South America.

II. SACRED ENCLOSURES.—Regularity of form is the characteristic of these. They are not, however, of invariable shape, but are found in various geometrical figures, as circles, squares, hexagons, octagons, ellipses, parallelograms, and others, either singly or in combination. However large, they were laid out with astounding accuracy, and show that the Builders had some scientific knowledge, a scale of measurement, and the means of computing areas and determining angles. They are often in groups, but also often isolated. Most of them are of small size, two hundred and fifty to three hundred feet in diameter, with one gateway usually opening to the east, as if for the worship of the sun, and the ditch invariably on the inside. These are frequently inside enclosures of a different character, particularly military works. A sacrificial mound was commonly erected in the center of them. The larger circles are oftenest found in connection with squares; some of them embrace as

many as fifty acres. They seldom have a ditch, but when they do, it is inside the wall. The rectangular works with which they are combined are believed never to have a ditch. In several States a combined work of a square with two circles is often found, usually agreeing in this remarkable fact, that each side of the rectangle measures exactly one thousand and eighty feet, and the circles respectively are seventeen hundred and eight hundred feet in diameter. The frequency and wide prevalence of this uniformity demonstrate that it could not have been accidental. The square enclosures almost invariably have eight gateways at the angles and midway between, upon each side, all of which are covered or defended by small mounds. The parallels before mentioned are sometimes found in connection with this class of works. From the Hopetown work, near Chillicothe, Ohio, a "covered way" led to the Scioto river, many hundred feet distant.

III. MISCELLANEOUS ENCLOSURES.—The difficulty of referring many of the smaller circular works, thirty to fifty feet in diameter, found in close proximity to large works, to previous classes, has prompted the suggestion that they were the foundations of lodges or habitations of chiefs, priests, or other prominent personages among the Builders. In one case within the writer's observation, a rough stone foundation about four rods square was found isolated from any other work, near the Scioto river, in the south part of Ross county, Ohio. At the other extreme of size, the largest and most complex of the works, as those at Newark, are thought to have served, in part at least, other than religious purposes—that they may, besides furnishing spaces for sacrifice and worship, have included also arenas for games and marriage celebrations and other festivals, the places of general assembly for the tribe or village, the encampment or more permanent residences of the priesthood and chiefs.

IV. MOUNDS OF SACRIFICE.—These have several distinct characteristics. In height they seldom exceed eight feet. They occur only within or near the enclosures commonly considered as the sacred places of the Builders, and are usually stratified in convex layers of clay or loam alternating above a layer of fine sand. Beneath the strata, and upon the original surface of the earth at the centre of the mound, are usually

* Rev. S. D. Peet, in the *American Antiquarian* for April, 1878.

symmetrically formed altars of stone or burnt clay, evidently brought from a distance. Upon them are found various remains, all of which exhibit signs of the action of fire, and some which have excited the suspicion that the Builders practiced the horrid rite of human sacrifice. Not only calcined bones, but naturally ashes, charcoal, and igneous stones are found with them; also beads, stone implements, simple sculptures, and pottery. The remains are often in such a condition as to indicate that the altars had been covered before the fires upon them were fully extinguished. Skeletons are occasionally found in this class of mounds; though these may have been "intrusive burials," made after the construction of the works and contrary to their original intention. Though symmetrical, the altars are by no means uniform in shape or size. Some are round, some elliptical, others square or parallelograms. In size they vary from two to fifty feet in length, and are of proportional width and height, the commoner dimensions being five to eight feet.

V. TEMPLE MOUNDS are not numerous. They are generally larger than the altar and burial mounds, and are more frequently circular or oval, though sometimes found in other shapes. The commonest shape is that of a truncated cone; and in whatever form a mound of this class may be, it always has a flattened or level top, giving it an unfinished look. Some are called platforms, from their large area and slight elevation. They are, indeed, almost always of large base and comparatively small height. Often, as might reasonably be expected, they are within a sacred enclosure, and some are terraced or have spiral ascents or graded inclines to their summits. They take their name from the probable fact that upon their flat tops were reared structures of wood, the temples or "high places" of this people, which decayed and disappeared ages ago. In many cases in the Northern States these must have been small, from the smallness of their sites upon the mounds; but as they are followed southward they are seen, as might be expected, to increase gradually and approximate more closely to perfect construction, until they end in the great *teocallis* ("houses of God"). One remarkable platform of this kind in Whitley county, Kentucky, is three hundred and sixty feet long by one hundred and fifty feet wide and

twelve high, with graded ascents; and another, at Hopkinsville, is so large that the county courthouse is built upon it. The great mound at Cahokia, Missouri, is of this class. Its truncated top measured two hundred by four hundred and fifty-two feet.

VI. BURIAL MOUNDS furnish by far the most numerous class of tumuli. The largest mounds in the country are generally of this kind. The greatest of all, the famous mound at Grave creek, Virginia, is seventy-five feet high, and has a circumference at the base of about one thousand. In solid contents it is nearly equal to the third pyramid of Mykerinus, in Egypt. The huge mound on the banks of the Great Miami, twelve miles below Dayton, has a height of sixty-eight feet. Many of the burial mounds are six feet or less in height, but the average height, as deduced from wide observation of them, is stated as about twenty feet. They are usually of conical form. It is conjectured that the size of these mounds has an immediate relation to the former importance of the personage or family buried in them. Only three skeletons have so far been found in the mighty Grave Creek mound. Except in rare cases, they contain but one skeleton, unless by "intrusive" or later burial, as by Indians, who frequently used the ancient mounds for purposes of sepulture. One Ohio mound, however—that opened by Professor Marsh, of Yale college, in Licking county—contained seventeen skeletons; and another, in Hardin county, included three hundred. But these are exceptional instances. Calcined human bones in some burial mounds at the North, with charcoal and ashes in close proximity, show that cremation was occasionally practiced, or that fire was used in the funeral ceremonies; and "urn burial" prevailed considerably in the Southern States.

At times a rude chamber or cist of stone or timber contained the remains. In the latter case the more fragile material has generally disappeared, but casts of it in the earth are still observable. The stone cists furnish some of the most interesting relics found in the mounds. They are, in rare cases, very large, and contain several bodies, with various relics. They are like large stone boxes, made of several flat stones, joined without cement or fastening. Similar, but much smaller, are the stone coffins found in large

number in Illinois and near Nashville, Tennessee. They are generally occupied by single bodies. In other cases, as in recent discoveries near Portsmouth and elsewhere in Ohio, the slabs are arranged slanting upon each other in the shape of a triangle, and having, of course, a triangular vault in the interior. In the Cumberland mountains heaps of loose stones are found over skeletons, but these stone mounds are probably of Indian origin, and so comparatively modern. Implements, weapons, ornaments, and various remains of art, as in the later Indian custom, were buried with the dead. Mica is often found with the skeletons, with precisely what meaning is not yet ascertained; also pottery, beads of bone, copper, and even glass—indicating, some think, commercial intercourse with Europe—and other articles in great variety, are present.

There is, also, probably, a sub-class of mounds that may be mentioned in this connection—the Memorial or Monumental mounds, thrown up, it is conjectured, to perpetuate the celebrity of some important event or in honor of some eminent personage. They are usually of earth, but occasionally, in this State at least, of stone.

VII. SIGNAL MOUNDS, OR MOUNDS OF OBSERVATION. This is a numerous and very interesting and important class of the works. Colonel Anderson, of Circleville, Ohio, a descendant of the well-known Louisville family, thinks he has demonstrated by actual survey, made at his own expense, the existence of a regular chain or system of these lookouts through the Scioto valley, from which, by signal fires, intelligence might be rapidly flashed over long distances. About twenty such mounds occur between Columbus and Chillicothe, on the eastern side of the Scioto. In Hamilton county, in the same State, a chain of mounds, doubtless devoted to such purpose, can be traced from the primitive site of Cincinnati to the "old fort," near the mouth of the Great Miami. Along both the Miami numbers of small mounds on the projecting headlands and on heights in the interior are indubitably signal mounds.

Like the defensive works already described as part of the military system of the Builders, the positions of these works were chosen with excellent judgment. They vary in size, according to the height of the natural eminences upon

which they are placed. Many still bear the marks of intense heat upon their summits, results of the long-extinct beacon fires. Sometimes they are found in connection with the embankments and enclosures, as an enlarged and elevated part of the walls. One of these, near Newark, Ohio, though considerably reduced, retains a height of twenty-five feet. The huge mound at Miamisburg, Ohio, mentioned as a burial mound, very likely was used also as a part of the chain of signal mounds from above Dayton to the Cincinnati plain and the Kentucky bluffs beyond.

VIII. EFFIGY OR ANIMAL MOUNDS appear principally in Wisconsin, on the level surface of the prairie. They are of very low height—one to six feet—but are otherwise often very large, extended figures of men, beasts, birds, or reptiles, and in a very few cases of inanimate things. In Ohio there are three enormous, remarkable earthwork effigies—the "Eagle mound" in the centre of a thirty-acre enclosure near Newark, and supposed to represent an eagle on the wing; the "Alligator mound," also in Licking county, two hundred and five feet long; and the famous "Great Serpent," on Brush creek, in Adams county, which has a length of seven hundred feet, the tail in a triple coil, with a large mound, supposed to represent an egg, between the jaws of the figure.

By some writers these mounds are held to be symbolical, and connected with the religion of the Builders. Mr. Schoolcraft, however, calls them "emblematic," and says they represent the totems or heraldic symbols of the Builder tribes.

IX. GARDEN BEDS.—In Wisconsin, in Missouri, and in parts of Michigan, and to some extent elsewhere, is found a class of simple works presumed to be ancient. They are merely ridges or beds left by the cultivation of the soil, about six inches high and four feet wide, regularly arranged in parallel rows, at times rectangular, otherwise of various but regular and symmetrical curves, and in fields of ten to a hundred acres. Where they occur near the animal mounds, they are in some cases carried across the latter, which would seem to indicate, if the same people executed both works, that no sacred character attached to the effigies.

X. MINES.—These, as worked by the Builders, have not yet been found in many different regions; but in the Lake Superior copper region

their works of this kind are numerous and extensive. In the Ontonagon country their mining traces abound for thirty miles. Colonel Whitteley, of Cleveland, estimates that they removed metal from this region equivalent to a length of one hundred and fifty feet in veins of varying thickness. Some of their operations approached the stupendous. No other remains of theirs are found in the Upper Peninsula; and there is no probability that they occupied the region for other than temporary purposes.

THE CONTENTS OF THE MOUNDS.

Besides the human remains which have received sufficient treatment for this article under the head of burial mounds, and the altars noticed under Mounds of Sacrifice, the contents of the work of the Mound Builders are mostly small, and many of them unimportant. They have been classified by Dr. Rau, the archaeologist of the Smithsonian Institution, according to the material of which they are wrought, as follows:

1. **STONE.**—This is the most numerous class of relics. They were fashioned by chipping, grinding, or polishing, and include rude pieces, flakes, and cores, as well as finished and more or less nearly finished articles. In the first list are arrow- and spear-heads, perforators, scrapers, cutting and sawing tools, dagger-shaped implements, large implements supposed to have been used in digging the ground, and wedge or celt-shaped tools and weapons. The ground and polished specimens, more defined in form, comprise wedges or celts, chisels, gouges, adzes and grooved axes, hammers, drilled ceremonial weapons, cutting tools, scraper and spade-like implements, pendants, and sinkers, discoidal stones and kindred objects, pierced tablets and boat-shaped articles, stones used in grinding and polishing, vessels, mortars, pestles, tubes, pipes, ornaments, sculptures, and engraved stones or tablets. Fragmentary plates of mica or inglass may be included under this head.

2. **COPPER.**—These are either weapons and tools or ornaments, produced, it would seem, by hammering pieces of native copper into the required shape.

3. **BONE AND HORN.** Perforators, harpoon heads, fish-hooks, cups, whistles, drilled teeth, etc.

4. **SHELL.**— Either utensils and tools, as

celts, drinking-cups, spoons, fish-hooks, etc., or ornaments, comprising various kinds of gorgets, pendants, and beads.

5. **CERAMIC FABRICS.**— Pottery, pipes, human and animal figures, and vessels in great variety.

6. **WOOD.**—The objects of early date formed of this material are now very few, owing to its perishable character.

To these may be added:

7. **GOLD AND SILVER.**— In a recent find in a stone cist at Warrensburg, Missouri, a pottery vase or jar was found, which had a silver as well as a copper band about it. Other instances of the kind are on record, and a gold ornament in the shape of a woodpecker's head has been taken from a mound in Florida.

8. **TEXTILE FABRICS.**— A few fragments of coarse cloth or matting have survived the destroying tooth of time, and some specimens, so far as texture is concerned, have been very well preserved by the salts of copper, when used to enwrap articles shaped from that metal.

THE MOUND BUILDERS' CIVILIZATION.

This theme has furnished a vast field for speculation, and the theorists have pushed into a wilderness of visionary conjectures. Some inferences, however, may be regarded as tolerably certain. The number and magnitude of their works, and their extensive range and uniformity, says the American Cyclopædia, prove that the Mound Builders were essentially homogeneous in customs, habits, religion, and government. The general features common to all their remains identify them as appertaining to a single grand system, owing its origin to men moving in the same direction, acting under common impulses, and influenced by similar causes. Professor Short, in his invaluable work, thinks that, however writers may differ, these conclusions may be safely accepted: That they came into the country in comparatively small numbers at first (if they were not Autochthones, and there is no substantial proof that the Mound Builders were such), and, during their residence in the territory occupied by the United States, they became extremely populous. Their settlements were widespread, as the extent of their remains indicates. The magnitude of their works, some of which approximate the proportions of Egyptian

pyramids, testify to the architectural talent of the people and the fact that they developed a system of government controlling the labor of multitudes, whether of subjects or slaves. They were an agricultural people, as the extensive ancient garden beds found in Wisconsin and Missouri indicate. Their manufactures offer proof that they had attained a respectable degree of advancement and show that they understood the advantages of the division of labor. Their domestic utensils, the cloth of which they made their clothing, and the artistic vessels met with everywhere in the mounds, point to the development of home culture and domestic industry. There is no reason for believing that the people who wrought stone and clay into perfect effigies of animals have not left us sculptures of their own faces in the images exhumed from the mounds.

They mined copper, which they wrought into implements of war, into ornaments and articles for domestic use. They quarried mica for mirrors and other purposes. They furthermore worked flint and salt mines. They probably possessed some astronomical knowledge, though to what extent is unknown. Their trade, as Dr. Rau has shown, was widespread, extending probably from Lake Superior to the Gulf, and possibly to Mexico. They constructed canals, by which lake systems were united, a fact which Mr. Conant has recently shown to be well established in Missouri. Their defenses were numerous and constructed with reference to strategic principles, while their system of signals placed on lofty summits, visible from their settlements, and communicating with the great water-courses at immense distances, rival the signal systems in use at the beginning of the present century. Their religion seems to have been attended with the same ceremonies in all parts of their domain. That its rites were celebrated with great demonstrations is certain. The sun and moon were probably the all-important deities to which sacrifices (possibly human) were offered. We have already alluded to the development in architecture and art which marked the possible transition of this people from north to south. Here we see but the rude beginnings of a civilization which no doubt subsequently unfolded in its fuller glory in the valley of Anahuac and, spreading southward, engrafted new life upon the wreck of Nibbalta.

Though there is no evidence that the Mound Builders were indigenous, we must admit that their civilization was purely such, the natural product of climate and the conditions surrounding them.*

THE BUILDERS ABOUT THE FALLS.

But very brief mention is here made of the ancient works found in the three counties whose history is traversed in this work; but full accounts of them will be comprised in the chapters relating to their respective localities. Professor Rafinesque's list of the *Antiquities of Kentucky*, published in 1824, in the introduction to the second edition of Marshall's *History of Kentucky*, and also in separate form, enumerates but four sites of ancient works and one monument in Jefferson county, near Louisville. Dr. McMurtrie's *Sketches of Louisville*, published in 1819, after some reference to antiquities, says:

There is nothing of the kind peculiarly interesting in the immediate vicinity of Louisville. Mounds or tumuli are occasionally met with, some of which have been opened. Nothing, however, was found to repay the trouble of the search but a few human bones, mixed with others, apparently belonging to the deer.

Some of them were found to contain but a single skeleton, and were evidently the tombs of chiefs or other dignitaries of the Mound Builders; while from others of no greater size as many as twenty skeletons were taken.

Hatchets of stone, pestles or grain-beaters of the same material, arrow-heads of flint, together with the remains of hearths, indicated by flat stones surrounded by and partly covered with broken shells, fragments of bones, charcoal, calcined earth, etc., are everywhere to be seen, and some of them in situations affording an ample fund for speculation to the geognost. Two of the first-mentioned instruments were discovered a few miles below the town, at the depth of forty feet, near an Indian hearth, on which, among other vestiges of a fire, were found two charred brands, evidently the extremities of a stick that had been consumed in the middle of this identical spot. The whole of this plain, as we before observed, is alluvial, and this fact shows to what depth that formation extends. But at the time the owners of these hatchets were seated by this fire, where, I would ask, was the Ohio? Certainly not in its present bed, for these remains are below its level; and where else it may have been I am at a loss even to conjecture, as there are no marks of any obsolete water-course whatever, between the river and Silver Creek hills on the other side, and between it and the knolls on the other.

The doctor brings in here the mention of some other very interesting antiquities, perhaps of belonging to the period of the Mound Builders:

Not many years past an iron hatchet was found in a situa-

* *The Americans of Antiquity*, pp. 45, 100.

tion equally singular. A tree of immense size, whose roots extended thirty or forty feet each way, was obliged to be felled and the earth on which it grew to be removed, in order to afford room for a wall connected with the foundations of the great mill at Shippingport. A few feet below the surface, and directly under the center of the tree, where was at least six feet in diameter, was found the article in question, which, as was evident upon examination, had been turned out of a flat bar of wrought iron, bent in the fire to hardness and bent double, leaving a round hole at the joint for the reception of a handle, the two ends being merely wedged together, terminated by a cutting edge. The tree must necessarily have grown over the iron previously deposited there, and no human power could have placed it in the particular position in which it was found, after that event had taken place. The tree was upwards of two hundred years old.

Since the learned Scotch doctor's time, during the excavations made for the Louisville & Portland canal between 1826 and 1830, other fireplaces of rude construction were found in the alluvial deposit twenty feet below the surface, upon which were brands of partly burnt wood, bones of small animals, and some human skeletons. Many rude implements of bone and flint were also thrown out by the pick and shovel, and a number of well-wrought specimens of hematite of iron, in the shape of plummets or sinkers. In the southern part of Louisville, at a depth just twice as great, still another ancient hearth was found, across which was still a stick of wood burnt in the middle, with a stone hatchet and pestle lying close by. Some of these remains, it is quite possible, should be referred to the age of the Mound Builder.

On the other side of the river were also found some objects of antique interest. Says Dr. McMurtrie:

A little below Clarksville, immediately on the bank of the river, is the site of a wigwam 'village', covered with an alluvial deposition of earth, six feet in depth. Interspersed among the hearths, and scattered in the soil beyond them, are large quantities of human bones in a very advanced stage of decomposition. Facts most generally speak for themselves, and this one tells a very simple and probable tale. The village must have been surprised by an enemy, many of whose bodies, mixed with those of the inhabitants, were left upon the spot. Had it been a common burial-place, something like regularity would have been exercised in the disposition of the skeletons, neither should we have found them in the same plane with the fireplaces of an extensive settlement, or near it, but below it.

The Indiana Gazetteer, or Topographical Dictionary, of 1833, mentions that in the digging of a well at Clarksville was found a walnut plank several feet long, more than a foot broad, and about two inches in thickness, at the depth of

forty feet below the surface. It was in a state of perfect preservation, and even retained marks of the saw as plainly as if it had not been more than a week from the mill.

Further notice of the works of the Mound Builders in the Ohio Falls counties we must leave to the several local histories in this work.

CHAPTER II.

THE RED MAN.

A Singular Fact—No Kentucky Indians Proper—A Tradition of Extirpation—The Indians Visiting and Roaming Kentucky—The Shawnees—The Miamis—The Wyandots—The Delawares—The Ottawas—The Pottawatomies—The Kickapoos—The Weas—The Chickasaws—The Indian Treaties—The Jackson Purchase—Fortified Stations—Those in Jefferson County—Armstrong's Station—Fragile Incidents—Colonel Floyd's Adventure and Death—A Tale of the Salt Licks—Island Ballard Captured and Escapes—Another Story of Ballard—The Rowan Party Attacked—Alexander Scott Bullitt's Adventure—The Famous Lancaster Story—Two Boys Surprised and Taken—The Battle of the Pumpkin—Some More Stories—The Hites and the Indians.

A SINGULAR FACT.

It is not a little remarkable that while the Kentucky wilderness was the theatre of some of the most desperate battles ever fought with the North American Indians, and is rife with legends of Indian massacre and captivity, it was at no time, within their own traditions or the knowledge of the whites, the residence of any one of the red-browed tribes. Most of the savages found at any time by the pioneers had crossed the Ohio from the North and West, and were here for but short periods. It was, in fact, but the hunting-ground for the Ohio and Indiana tribes, with their respective territorial jurisdictions wholly undefined. Between the Shawnee or Cumberland river and the Mississippi, however, the ownership of the Chickasaws was distinctly recognized. Elsewhere the tribes seem to have held in common, for their several purposes. Says Mr. Henry R. Schoolcraft:

They landed at secret points, as hunters and warriors, and had no permanent residence within its boundaries.

At an early date the coast of the Kentucky river became a frequent and important point of collection for Indians moving in predatory or hunting bands, from the South to the North and West. The Shawnees, after their great defeat by

the Cherokees, took that route, and this people always considered themselves to have claims to these attractive hunting-grounds, where the deer, the elk, buffalo, and bear abounded—claims, indeed, whose only foundation was blood and thunder.

The history of these events is replete with the highest degree of interest, but cannot here be entered on. The following letter, from one of the early settlers of the country, is given as showing the common tradition that, while the area of Kentucky was perpetually fought for, as a cherished part of the Indian hunting-ground, it was not, in fact, permanently occupied by any tribe. The writer's (Mr. Joseph Ficklin's) attention was but incidentally called to the subject. His letter, which is in answer to a copy of a pamphlet of printed inquiries, bears date at Lexington, 31st of August, 1847:

I have opened your circular addressed to Dr. Jarvis, agreeably to your request, and beg leave to remark that I have myself an acquaintance with the Indian history of this State from the year 1781, and that nothing is known here connected with your inquiries, save the remains of early settlements too remote to allow of any evidence of the character of the population, except that it must have been nearly similar to that of the greater portion which once occupied the rest of the States of the Union.

There is one fact favorable to this State, which belongs to few, if any, of the sister States. We have not to answer to any tribunal for the crime of driving off the Indian tribes and possessing their lands. There were no Indians located within our limits on our taking possession of this country. A discontented portion of the Shawnee tribe, from Virginia, broke off from the nation, which removed to the Scioto country, in Ohio, about the year 1730, and formed a town, known by the name of Lellegrud, in what is now Clark county, about thirty miles east of this place. This tribe left this country about 1750 and went to East Tennessee, to the Cherokee Nation. Soon after they returned to Ohio and joined the rest of the nation, after spending a few years on the Ohio river, giving name to Shawnee-town in the State of Illinois, a place of some note at this time. This information is founded on the account of the Indians at the first settlement of this State, and since confirmed by Blackfoot, a native of Lulbebrud, who visited this country in 1816, and went on the spot, describing the water-streams and hills in a manner to satisfy everybody that he was acquainted with the place.

I claim no credit for this State in escaping the odium of driving off the savages, because I hold that no people have any claim to a whole country for a hunting or robbing residence, on the score of living, for a brief period, on a small part of it. Our right to Northern Mexico, California, and Texas, is preferable to any other nation, for the simple reason that we alone subdue the savages and robbers, and place it under a position which was intended by the Creator of the world, as explained to the father of our race.

A TRADITION.

After mentioning a tradition of the Delawares, in regard to the extermination of the Kentucky

tribes, Mr. Collins says, in his History of Kentucky:

But this tradition of the Delawares does not stand alone. That the prehistoric inhabitants of Kentucky were at some intermediate period overwhelmed by a tide of savage invasion from the North, is a point upon which Indian tradition, as far as it goes, is positive and explicit. It is related, in a posthumous fragment on Western antiquities, by Rev. John P. Campbell, M. D., which was published in the early part of the present century, that Colonel James Moore, of Kentucky, was told by an old Indian that the primitive inhabitants of this State had perished in a war of extermination waged against them by the Indians; that the last great battle was fought at the Falls of the Ohio; and that the Indians succeeded in driving the aborigines into a small island below the rapids, "where the whole of them were cut to pieces." The Indian further said this was an undoubted fact handed down by tradition, and that the Colonel would have proofs of it under his eyes as soon as the waters of the Ohio became low. When the waters of the river had fallen, an examination of Sandy island was made, and "a multitude of human bones were discovered."

There is similar confirmation of this tradition in the statement of General George Rogers Clark, that there was a great burying-ground on the northern side of the river, but a short distance below the Falls. According to a tradition imparted to the same gentleman by the Indian chief Tobacco, the battle of Sandy island decided finally the fall of Kentucky, with its ancient inhabitants. When Colonel McKee commanded on the Kanawha (says Dr. Campbell), he was told by the Indian chief Cornstalk, with whom he had frequent conversations, that Ohio and Kentucky (and Tennessee is also associated with Kentucky in the pre-historic ethnography of Rafinesque) had once been settled by a white people who were familiar with arts of which the Indians knew nothing; that these whites, after a series of bloody contests with the Indians, had been exterminated; that the old burial-places were the graves of an unknown people; and that the old forts had not been built by Indians, but had come down from "a very long ago" people, who were of a white complexion, and skilled in the arts.

The statement of General Clark, above referred to, is doubtless what is mentioned in greater detail by Dr. McMurtrie, in his Sketches of Louisville, in these terms:

About the time when General Clark first visited this country, an old Indian is said to have assured him that there was a tradition to this effect: that there had formerly existed a race of Indians whose complexion was much lighter than that of the other natives, which caused them to be known by the name of the white Indians; that bloody wars had always been waged between the two, but that at last the black Indians got the better of the others in a great battle fought at Clarks-ville, wherein all the latter were assembled; that the remnant of their army took refuge in Sandy island, whither their successful and implacable enemies followed and put every individual to death.

How true this may be I know not, but appearances are strongly in its favor. A large field a little below Clarks-ville contains immense quantities of human bones, whose decomposition state and the manner in which they are scattered, as well as the circumstance of their being covered with an alluvial deposition of earth six or seven feet deep, evidently

prove that it was not a regular but a place, but a field of battle, in some former century. Relics of a singular description are said to have been seen in great plenty on Sandusky island in 1778, none of which, however, are visible at this day upon the surface, which may be owing to the constant depredations of sand upon the island, and the action of the water through floods, whose attrition may have finally removed every vestige of such substances.

THE KENTUCKY INDIANS.

then, were really the Indians of Ohio and Indiana, and probably, to a less degree, of the South and Southwest. This fact enlarges greatly the field of our inquiry, and compels us to consider, at least briefly, a greater number of tribes than usually dwelt within the limits of any tract now formed into a State.

The chief of these tribes was undoubtedly

THE SHAWNEES.

The name of this once-powerful tribe is derived from Shawano or Oshawano, the name, in one of the most ancient traditions of the Algonquins, of one of the brothers of Manabozho, who had assigned to him the government of the southern part of the earth. The name, with a final *ng* for the plural, is said to convey to the Indian mind the idea of Southerners. In the English mouth and writing it has been corrupted into Shawanese or Shawnees, although Mr. Schoolcraft and other writers upon the aborigines often use the older form Shawanoes. By the Iroquois and English, about 1747, they were called Satanans (devils), and are also mentioned in the French writings as Chouanons. From these the names Suwanee and Sawnee, as applied to Southern rivers, where they formerly resided, are derived. About the year 1640 the Shawnees came into the Ohio valley from the Appalachian range by way of the Kentucky river (also said to have a Shawnee name, Cuttaw or Kentucke), while other bands of the tribe, driven from the South by the Catawbas and Cherokees, settled among their kinsfolk, the Delawares of Pennsylvania.

The Shawnees had a tradition of foreign origin, or at least of landing from a sea-voyage. Colonel John Johnston, who was their agent for many years, in a letter dated July 7, 1819, observes:

The people of this nation have a tradition that their ancestors crossed the sea. They are a curious tribe with which I am acquainted, and I would credit a foreign origin. Unfortunately they kept yearly sacrifices for their safe arrival in this country. From where they came, or at what period they arrived in America, they do not know. It is a prevailing opinion

among them that Florida had been inhabited by white people who had the use of iron tools. Blackfoot (a celebrated chief), affirms that he has often heard it spoken of by old people that stumps of trees, covered with carvings, were frequently found, which had been cut down by edged tools.

It is somewhat doubtful whether the deliverance which they celebrate has any other reference than to the crossing of some great river or an arm of the sea.

In McKenney and Hall's splendid History of the Indian Tribes of North America, published at Philadelphia in 1844, the following account is given of this tribe:

Much obscurity rests upon the history of the Shawanese. Their manners, customs, and language indicated northern origin, and upwards of two centuries ago they held the country south of Lake Erie. They were the first tribe which felt the force and yielded to the superiority of the Iroquois. Conquered by them, they migrated to the South, and, from fear or they were allowed to take possession of a region upon Savannah river, but what part of that river, whether in Georgia or Florida, is not known—it is presumed the former. How long they resided there we have not the means of ascertaining, nor have we any account of the incidents of their history in that country, or of the causes of their leaving it. One, if not more, of their bands removed from thence to Pennsylvania, but the larger portion took possession of the country upon the Miami and Scioto rivers in Ohio, a fertile region, where their habits, more industrious than those of their race generally, enabled them to live comfortably.

This is the only tribe among all our Indians who claim for themselves a foreign origin. Most of the aborigines of the continent believe their forefathers ascended from holes in the earth, and many of them assign a local habitation to these traditional places of nativity of their race; resembling in this respect some of the traditions of antiquity, and derived perhaps from that remote period when barbarous tribes were troglodytes, subsisting upon the spontaneous productions of the earth. The Shawnees believe their ancestors inhabited a foreign land, which, from some unknown cause, they determined to abandon. They collected their people together, and marched to the seashore. Here various persons were selected to lead them, but they declined the duty, until it was undertaken by one of the Turtle tribe. He placed himself at the head of the procession, and walked into the sea. The waters immediately divided, and they passed along the bottom of the ocean until they reached this "island."

The Shawnees have one institution peculiar to themselves. Their nation was originally divided into twelve tribes or bands, bearing different names. Each of these tribes was subdivided in the usual manner, into families of the Eagle, the Turtle, etc., these animals constituting their totems. Two of these tribes have become extinct and their names are forgotten. The names of the other ten are preserved, but only four of these are now kept distinct. These are the Makostrake, the Pickaway, the Kickapoo, and the Chilli-cothe tribes. Of the six whose names are preserved, but whose separate characters are lost, no descendant of one of them, the Wauphauthawonauke, now survive. The remains of the other five have become incorporated with the four subsisting tribes. I am to this day each of the four sides of their common houses is assigned to one of these tribes, and is invariably occupied by it. Although, to us, they appear the same people, yet they pretend to possess the power of discerning at sight to which tribe an individual belongs.

The celebrated Tecumseh and his brother, Tenskwawatawaw, more generally known by the appellation of the Prophet, were Shawanees, and sprung from the Kickapoo tribe. They belonged to the family of *Wahgah* of the Frontier, to the males of which alone was the name *Tecumseh*, or "Flying Across," given. Their paternal grandfather was a Creek, and their grandmother a Shawnee. The name of their father was *Wagonsaw*, who was born among the Creeks, but removed with his tribe to Chillicothe upon the Scioto. Tecumseh, his fourth son, was born upon the journey. Tuckeshinwau was killed at the battle at Point Pleasant at the mouth of the Kuckawa, in 1774, and the Prophet was one of three posthumous children, born at the same birth, a few months afterwards.

The Kickapoos were doubtless united with the Shawanees at a period not very distant. The traditions of each tribe contain similar accounts of their union and separation, and the identity of their language furnished irrefragable evidence of their consanguinity. We are inclined to believe that when the Shawanees were overpowered by the Iroquois, and abandoned their country upon Lake Erie, they separated into two great divisions—one of which, preserving their original reputation, designation, fled into Florida, and the other, now known to us as the Kickapoos, returned to the West and established themselves among the Illinois Indians, upon the extensive prairies on that river and between it and the Mississippi. This region, however, they have relinquished to the United States.

Judge James Hall, of Cincinnati, one of the authors of this work, in his Essay on the History of the North American Indians, comprised in the third volume, writes eloquently of this tribe. A part of his account allies it more closely with the history of Western Kentucky, and seems to indicate the region watered by the lower Cumberland as a former habitat of the tribe.

The Shawanee nation, when first known to the whites, were a numerous and warlike people of Georgia and South Carolina. After the lapse of a very few years, they abandoned or were driven from that region, and are found in the southwestern part of the Ohio valley, giving their beautiful name to the river which by the bad taste of the Americans has acquired the hackneyed name of Cumberland. We next hear of them in Pennsylvania, participants in the tragic scenes which have given celebrity to the valley of Wyoming. Again they recede to the Ohio valley, to a locality hundreds of miles distant from their former hunting-grounds in the West, selecting now the rich and beautiful plains of the Scioto valley and the Miamis. Here they attained the highest point of their fame. Here was heard the eloquence of Logan; here was spent the boyhood of Tecumseh. It was from the romantic scenes of the Little Miami, from the Pickaway plains and the beautiful shores of the Scioto—from scenes of such transcending fertility and beauty as must have won any but a nature inherently savage to the luxury of rest and contentment, that the Shawanees went forth to battle on Braddock's field, at Point Pleasant, and along the whole line of the then Western frontier. Lastly, we find them dwelling on the Wabash, at times maintaining contests with the Chickasaws and Choctaws to the south, and at other times with the Cherokees and Creeks of the South, and fighting under the British banner in Canada. Here we find a people num-

bering but a few thousand, and who could, even as savages and hunters, occupy but a small tract of country at any one time, roaming, in the course of two centuries, over ten degrees of latitude; changing their hunting-grounds, not gradually, but by migrations of hundreds of miles at a time; abandoning entirely a whole region, and appearing upon a new and far-distant scene. What land was the country of the Shawanees? To what place could that strong local attachment which has been claimed for the Indians, have affixed itself? Where must the Shawanees linger, to indulge that veneration for the bones of his fathers which is said to form so strong a feeling in the savage breast? Their bones are mouldering in every valley, from the sultry confines of Georgia to the frozen shores of the Canadian frontier. Their traditions, if carefully preserved, in as many separate districts, have consecrated to the affections of a little remnant of people a vast expanse of territory, which now embraces eight or nine sovereign States, and maintains five millions of people.

Mr. Dodge, in his *Red Men of the Ohio Valley*, expresses the opinion that, at the period of the settlement of Virginia, the Shawnees were doubtless the occupants of what is now the State of Kentucky, from the Ohio river up to the Cumberland basin, the country of the Cherokees, and that they were driven from this delightful land into the Pennsylvania and Ohio country, probably by the Cherokees and Chickasaws.

Upon Charlevoix's map of New France, the Kentucky country is given as the "*Pays du Chouanons*," or Land of the Shawnees, while the Kentucky river is noted as "*La Riviere des Anciens Chouanons*," or of the Old Shawnees. It is well known that the Tennessee river was formerly called the Shawnee—and, indeed, wherever this tribe dwelt in their earlier history, they seem to have left a memorial in the name of a river. When first known to the Europeans, they were dwelling among the Creeks on the Florida rivers. The "*Suwanee*" of the popular song takes its name from them.

In passing, we may note that this map of Charlevoix's marks the Ohio as the "*Oyo*, or *la Belle Riviere*," and the country west of the Wabash as the "*Pays des Miamis*," indicating the reputed habitat of another great tribe. West of these was the *Pays des Illinois*.

About 1745 the Shawnees retired to the Miami and Muskingum valleys to avoid their southern enemies. They were represented at the treaty with the Menguys, and in the alliance against the Cherokees, Catawbas, Muscologees, Chickasaws, and other tribes of the South. Kentucky being the usual ground of warfare between these Southern and Northern tribes, it so came to

be called, as is believed, the Dark and Bloody Ground.

THE MIAMIS.

Messrs. Kenny and Hall furnish the following facts concerning this tribe:

The Miamis, when first known to the French, were living around Chicago, upon Lake Michigan. It was the chief of this tribe whose state and attention were depicted by the Steam Boat in such strong colors. Early, viz., without vouching for the entire accuracy of the relation, observes that in his time there was more defiance paid by the Miamis to their chiefs than by any other Indians.

This tribe removed from Lake Michigan to the Wabash, where they yet, 1843, retain an extensive tract of country upon which they reside. A kindred tribe, the Weas, were properly called the *Neshabemo*, long lived with the Miamis, but they have recently separated from them and crossed the Mississippi. Their whole number does not exceed three hundred and fifty. Of the Miamis about one thousand yet remain.

This tribe was formerly known to the English as the *Twigwaws*. They appear to have been the only Indians in the West, with the exception of one other tribe, the Foxes, who, at an early period, were attached to the English interest. The causes which led to this union are unknown, but for many years they produced a decisive effect upon the fortunes of the Miamis.

That strangest of all institutions in the history of human waywardness, the man-eating society, existed among this tribe. It extended also to the Kickapoos, but to how many others we do not know. It appeared to have been the duty of the members of this society to eat any captives who were delivered to them for that purpose. The subject itself is so revolting to us at this day, even to the Indians, that it is difficult to collect the traditional details concerning this institution. Its duties and its privileges, for it had both, were regulated by long usage, and its whole ceremonial was prescribed by a horrible ritual. Its members belonged to one family, and inherited this odious distinction. The society was a religious one, and its great festivals were celebrated in the presence of the whole tribe. During the existence of the present generation, this society has flourished and performed shocking duties, but they are now wholly discontinued, and will be ere long forgotten.

THE WYANDOTS.

claim to be "uncle" to all the other tribes. The Delawares, they say, are grandfather, but still the nephew of the Wyandots. They sometimes are called Hurons, were of Huron stock, with the Algonquins as their allies, and were driven from their ancestral seat on the St. Lawrence by their hereditary enemies, the terrible Iroquois. In their later homes, however, in Northwestern Ohio and Northeastern Indiana, they were the leading tribe. For ages they had been at the head of a great Indian commonwealth or confederacy, and, though greatly enfeebled by long and bloody wars, their scepter had not yet quite departed. Once they held the great council fire, and had

the sole right of convening the tribes of the confederacy around it, when some important event or plan required general deliberation. In the possession of their chiefs an Indian agent at Fort Wayne saw a very ancient belt believed to have been sent to them by the Mexican Emperor Montezuma, with a warning that the Spaniards under Cortez had appeared upon the coast. They were among the last of the tribes to leave Ohio, by which time they had become reduced to but a few hundred. McKenney & Hall's History of the Indian Tribes of North America says:

This tribe was not unworthy of the preeminence it enjoyed. The French historians describe them as superior, in all the essential characteristics of savage life, to any other Indians upon the continent. And at this day [1844] their intrepidity, their general deportment, and their lofty bearing, confirm the accounts which have been given to us. In all the wars upon our borders, until the conclusion of Wayne's treaty, they acted a conspicuous part, and their advice in council and conduct in action were worthy of their ancient renown.

THE DELAWARES.

These are the Lenni-Lenape, or "original people"—certainly a very ancient people, about whom many large stories, if not absolute fables, have been related. When first known to the whites, they resided chiefly upon the tidewaters of New Jersey, Pennsylvania, and Delaware. They early became known to the Moravian missionaries, who labored among them with exemplary zeal and care, and accompanied them in their migrations to the Susquehanna, thence to the Ohio, thence to the Muskingum, where the first white settlements, except a trading-post or two, were made upon the present territory of the commonwealth of Ohio, shared in their horrible calamities, went with them thence to Lake St. Clair and the neighborhood of Sandusky, and remained with them till their pious mission was fulfilled. The unconverted or heathen portion of the tribe, after the removal from Ohio, settled on White river, in Indiana, which they occupied until transported beyond the Mississippi, where they were settled upon a reservation in the southwest part of Missouri.

THE OTTAWAS.

were faithful adherents and allies of the Wyandots, and accompanied them in all their migrations. The celebrated Pontiac, hero of the conspiracy against the British garrison at Detroit so much exploited in history, was an Ottawa chief,

born about 1714. They became much scattered in more recent days, but large bands of them resided upon the Maumee, and then parties occasionally roamed the hunting grounds of Kentucky.

THE FOTLAWATOMILS

were also occasionally seen by the pioneers in these regions. They were not Ohio Indians, but had their habitat in parts of Indiana, Michigan, and Illinois. Until they became degraded and degenerate, they were the most popular tribe north of the Ohio, remarkable, even with the Wyandots so near, for their stature, symmetry, and fine personal bearing. Their residence did not extend in this direction beyond the White river of Indiana, but they often penetrated south of the Beautiful river, and were probably the chief instruments in the annoyance of the early settlers about the Falls.

THE KICKAPOOS,

who were also among the "Wabash Indians," were simply a tribe of the powerful Shawnees. This nation was originally separated into twelve tribes, each divided into families known by their "totems," as the Eagle, the Turtle, etc. When the period of white occupancy began here, all the tribes had become extinct or intermingled, except four, of which the Kickapoos formed one. To this day, each of the four sides of their council-house is assigned to one of these tribes. To the Kickapoo division and the family of "the Panther" belonged the eloquent and brave Tecumseh and his brother, the Prophet. The Shawnee tongue seems closely related to that of the Kickapoos and of some other Northern tribes.

THE WEAS

were an insignificant band, sometimes called the Newcalenons, whose habitat was upon the small river which bears their name in Western Indiana. They were allied to the Mianis, with whom they long lived. When they crossed the Mississippi, their number scarcely reached four hundred. General Scott's expedition from Kentucky, in 1791, was specially directed against this tribe.

THE CHICKASAWS.

The only great Southern tribe with which this history need deal, is the Chickasaws, who held the entire tract of the Kentucky country west of the Tennessee to the Mississippi.

The Chickasaws formed one of a number of Indian nations found by the whites in the southernmost States east of the Mississippi river in the early part of the last century. The Uchees, with the Lower, Middle, and Upper Creeks, constituted the formidable Muscogee confederacy; the other tribes were the Seminoles, the Cherokees, the Choctaws, the Natchez, the Yemasces, and the Chickasaws. The last-named are described by Captain Romans, in his *Concise Natural History of East and West Florida*, published at New York in 1775, as a fierce, cruel, insolent, and haughty race, corrupt in morals, filthy in discourse, lazy, powerful, and well-made, expert swimmers, good warriors, and excellent hunters. He contrasts them unfavorably with the Choctaws, whom he praises as a nation of farmers, inclined to peace and industry. The Chickasaws about this time lived on the left bank of the Savannah river, opposite Augusta.

The following facts concerning the Chickasaws are derived chiefly from the first volume of Mr. Henry R. Schoolcraft's great report to the Government of information respecting the History, Condition, and Prospects of the Indian Tribes of the United States. They are full of interest, and their sources give them authority and permanent value.

The traditional origin and history of this branch of the Appalachian family is retained by the tribe, in their later homes west of the Mississippi. Their old men tell the tale thus: They came from the west, and a part of their tribe remained behind. When about to start Eastward they were provided with a large dog as a guard and a pole as a guide. The former would give them notice whenever an enemy was at hand, and thus enable them to make their arrangements to receive them. The pole they would plant in the ground every night, and the next morning they would look at it and go in the direction it leaned. (Mr. Schoolcraft says this allegory of the dog and pole probably reveals the faith of this people in an ancient prophet, or seer, under whose guidance they migrated.) They continued their journey in this way until they crossed the great Mississippi river, and, on the waters of the Alabama river, arrived in the country about where Huntsville, Alabama, now is. There the pole was unsettled for several days, but finally it settled and pointed in a southwest

direction. They then started on that course, planting the pole every night, until they got to what is called the Chickasaw Old Fields, where the pole stood perfectly erect. All then came to the conclusion that that was the promised land, and there they accordingly remained until they emigrated west of the State of Arkansas in the years 1837 and 1838.

While the pole was in an unsettled situation, a part of their tribe moved further eastward and got with the Creek Indians; but so soon as a majority of the tribe settled at the Old Fields, they sent for the party that had gone on east, who answered that they were very tired and would rest where they were a while. This clan was called Cushe-tah. They have never joined the present tribe, but they always remained as friends until they had intercourse with the whites; then they became a separate nation. The great dog was lost in the Mississippi, and they always believed that the dog had got into a large sink hole and there remained; the Chickasaws said they could hear the dog howl just before the evening came. Whenever any of their warriors get scalps; they give them to the boys to go and throw them into the sink where the dog was. After throwing the scalps, the boys would run off in great fright, and if one should fall in running off, the Chickasaws were certain he would be killed or taken prisoner by their enemies. Some of the half-breeds, and nearly all of the full-bloods, now believe it.

In traveling from the West to the East, they have no recollection of crossing any large water-course except the Mississippi river. During this exodus they had enemies on all sides, and had to fight their way through, but they cannot give the names of the people they fought with while traveling. They were informed, when they left the West, that they might look for whites; that they would come from the East; and that they were to be on their guard and to avoid the whites, lest they should bring all manner of vice among them.

After their settlement in Mississippi, they had several wars, all defensive. They fought with the Choctaws, and came off victorious; with the Creeks, and killed several hundred of them and drove them off; they fought the Cherokees, Kickapoos, Osages, and several other tribes of Indians, all of whom they whipped. The ex-

pedition of De Soto passed through their country, had sharp conflicts with them, and occupied for a time one of their deserted towns, which the Chickasaws finally burned over their heads in a night attack, destroying all the hogs that were being driven along, many horses, and other property. A large number of French landed once at the Chickasaw Bluff, where Memphis now is, and made an attack upon this tribe, as their traditions relate, but were beaten off with great loss. At one time a large body of Creeks came to the Chickasaw country to kill them off and take their lands. The Indians knew of their coming and built a fort, assisted by Captain David Smith and a party of Tennesseans. The Creeks came on, but few of them returned to their own land to tell the tale of disaster.

Until the nation removed to the west of the Mississippi, it had a king, who is recognized by name in the treaty made by General Jackson in 1819. The Indian title was Minko, and there was a clan or family by that name from which the king was taken. He was hereditary through the female side. Since the migration the tribe has elected chiefs from different families or bands.

The highest clan next to Minko is the Sho-wa. The next chief to the king was out of their clan. The next is Co-ish-to, second chief out of this clan. The next is Oush-pe-ne. The next is Uin-ne; and the lowest clan is called Hus-co-na. Runners and waiters are taken from this family. When the chiefs thought it necessary to hold a council, they went to the king and requested him to call one. He would then send one of his runners out to inform the people that a council would be held at such a time and place. When they convened, the king would take his seat. The runners then placed each chief in his proper place. All the talking and business was done by the chiefs. If they passed a law they informed the king of it. If he consented to it, it was a law; if he refused, the chiefs could make it a law if every chief was in favor of it. If one chief refused to give his consent, the law was lost.

These Indians have no tradition concerning the large mounds in Mississippi; they do not know whether they are natural or artificial. They found them when they first entered the country, and called them "navels," from the notion that

the Mississippi was the center of the earth and the mounds were as the navel of a man in the center of his body.

Beyond the Mississippi, the Chickasaws made an agreement with the Choctaws, by which they agreed to live under the Choctaw laws, in a republican form of government. They elect a chief every four years, and captains once in two years. Judges are elected by the general council. The chiefs and captains in council make all appropriations for any of the purposes of the Chickasaws. The Choctaws have no control of their financial affairs, nor they of those of the Choctaws. Mr. Schoolcraft, writing in 1850, says that, under the new government, they had improved more in the last five years than they had in the preceding twenty years. They had then in progress a large manual-labor academy, and had provided for two more, one for males and one for females. The Chickasaw district lay north of Red river, was about two hundred and twenty-five by one hundred and fifty miles in length and breadth, being large enough for two such tribes, and was esteemed well adapted to all their wants. Mr. Schoolcraft concludes his account as follows:

The funds of the Chickasaws, in the hands of the Government, for lands ceded to the United States, are ample for the purposes of educating every member of the tribe, and of making the most liberal provision for their advancement in agriculture and the arts. Possessing the fee of a fertile and well-watered territorial area of thirty-three thousand seven hundred and fifty square miles, over which they are guaranteed in the sovereignty, with an enlightened chieftancy, a practical representative and elective system, and a people recognizing the value of labor, it would be difficult to imagine a condition of things more favorable to their rapid progress in all the elements of civilization, self-government, and permanent prosperity.

The total number of the tribe at this time, in the Indian Territory and elsewhere, was about five thousand.

Mr. Bartram, in his book of *Travels through North and South Carolina, Georgia, etc.*, published in London in 1792, makes the following remarks on the physical characteristics of the Southern Indians, including the Chickasaws:

The males of the Cherokees, Muscogulgees, Seminoles, Chickasaws, Choctaws, and confederate tribes of the Creeks, are tall, erect, and moderately robust; their limbs well shaped, so as generally to form a perfect human figure; their features more or less more open, dignified, and placid, yet sometimes and now so formed as to strike you constantly with heroism and bravery; the eye, though rather small, active and full of fire, the iris always black, and the

nose commonly inclining to the aquiline. Their countenance and actions exhibit an air of magnanimity, superiority, and independence. Their complexion of a reddish brown or copper color, their hair long, lank, coarse, and black as a raven, and reflecting the like lustre at different exposures to the light.

The Muscogulgee women, though remarkably short of stature, are well formed; their visage round, features regular and beautiful, the brow high and arched; the eyes large, black, and languishing, expressive of modesty, diffidence, and bashfulness; these charms are their defensive and offensive weapons, and they know very well how to play them off, and under cover of these alluring graces are concealed the most subtle artifices. They are, however, loving and affectionate; they are, I believe, the smallest race of women yet known, seldom above five feet high, and I believe the greater number never arrive to that stature; their hands and feet not larger than those of Europeans of nine or ten years of age; yet the men are of gigantic stature, a full size larger than Europeans, many of them above six feet, and few under that, or five feet eight or ten inches. Their complexion is much darker than any of the tribes to the north of them, that I have seen. This description will, I believe, comprehend the Muscogulgees, their confederates, the Choctaws, and I believe the Chickasaws (though I have never seen their women), excepting some bands of the Seminoles, Uches, and Savannucas, who are rather taller and slenderer, and their complexion brighter.

With these citations we conclude the account of the Indians who kept Kentucky for generations as a hunting-ground and field for war, and proceed to give some account of the relinquishment of their claims to the white man.

THE INDIAN TREATIES.

The Iroquois, or Six Nations, although not in actual occupation of the Kentucky country during the last century, had some sort of shadowy claim upon it, which they assumed to grant by treaty, and upon which the English found it convenient to base their claims, as against the French claim by right of discovery. In 1684, and again in 1701, the Six Nations had formally put themselves under the protection of England; and in 1726, September 14th, a deed was made by the chiefs conveying all their lands to the Crown in trust, "to be protected and defended by his Majesty, to be for the use of the grantors and their heirs."

In June, 1744, at Lancaster, Pennsylvania, when the savages had been well plied with liquor, they were induced to sign a treaty by virtue of which they should recognize the king's right to all lands that are, or by his Majesty's appointment shall be, within the colony of Virginia—a remarkable grant, truly, and one under which tracts of indefinite greatness might have been claimed.

On the 9th of June, 1752, the commissioners of Virginia met the Indians of some other tribes, probably the Twightwees, or Miamis, at Logstown, below Pittsburg, and a few days afterwards obtained a ratification of the Lancaster treaty and a guarantee that the Indians would not disturb settlements southeast of the Ohio.

In September, 1753, William Fairfax, of Virginia, made another treaty at Winchester, the particulars of which have never been disclosed. The iniquity of the Lancaster and Logstown conventions and of appliances by which they were obtained, is manifest from the fact that Fairfax is known to have endorsed upon the treaty that such was the feeling among the Indians that he had not dared to mention to them either of these. A more satisfactory interview occurred at Carlisle the next month, between the representatives of the leading tribes and commissioners of Pennsylvania, of whom one was Benjamin Franklin.

October 24, 1763, an important congress of white and Indian deputies met at Fort Stanwix, in Western New York, during which a treaty was made whereby the Indians agreed that the south line of their territories should begin on the Ohio, at the mouth of the Cherokee (Tennessee) river, running thence up the Ohio and Alleghany rivers to Kittaning, thence across to the Susquehanna, etc. Thus the whole country south of the Ohio and the Alleghany, to which the Six Nations had any claim, was transferred to the British. The Delawares and the Shawnees were also in the congress at Fort Stanwix, and were equally bound by it with the Six Nations, as regards the Kentucky region and all other lands granted by it. The Shawnee and Delaware deputies, however, did not sign the treaty; but the chiefs of the Six Nations undertook to bind them also as "their allies and dependents," together with the Mingoes of Ohio. It was expressly agreed that no claim should ever be made by the whites upon the basis of previous treaties, as those of Lancaster and Logstown. Upon the Fort Stanwix treaty, for the most part, rested the English title by purchase to Pennsylvania, Western Virginia, and Kentucky. True, the Cherokees had an interest in the Kentucky lands, which was recognized in 1770 by the treaty of Lochaber, and the right of the Southern Indians to those north and east of the Kentucky river was bought

by one Colonel Donaldson about that time. The arrangement at Fort Stanwix, however, finally prevailed, although the Shawnees and other Ohio tribes held it in contempt, and made fierce raids upon the settlers south as well as north of the Ohio, on account of the invasion of their favorite hunting-grounds.

Another treaty was made with the Six Nations at Fort Stanwix October 22, 1784, by which the western boundary of their lands was fixed, not reaching beyond the Pennsylvania line, and all claims to the country west of their line were surrendered to the United States, which had now achieved their independence. This treaty was confirmed by the Iroquois, in the important convention with General Harmar at the Muskingum settlement, or Fort Harmar, January 9, 1789.

Between the two former meetings and treaties, January 21, 1785, a convention was held at Fort McIntosh, between Generals George Rogers Clark and Richard Butler, and Arthur Lee, commissioners on behalf of the United States Government, with Western Indians alone—the Wyandots, Delawares, Chippewas, and Ottawas. By the treaty then concluded, a reservation was made to the Wyandots, Delawares, and Ottawas, of a large tract in Central and Northern Ohio, the Indians acknowledging "the lands east, south and west of the lines described in the third article, so far as the said Indians formerly claimed the same, to belong to the United States; and none of their tribes shall presume to settle upon the same, or any part of it." This treaty was also confirmed and extended by the Muskingum arrangement in January, 1789. The Wabash tribes had not, however, been bound by this or any other treaty, and continued their attacks upon the Kentucky settlements and voyagers on the Ohio, until pacificated by the victory of Wayne in 1794 and the treaty of Greenville the next year, in which the Wabash Indians participated.

JACKSON'S PURCHASE.

The entire western part of the State of Kentucky, between the Tennessee and Mississippi rivers, recognized as belonging to the Chickasaw tribe, was ceded to the United States by treaty October 19, 1818, made by Generals Andrew Jackson and Isaac Shelby, commissioners on behalf of the Government, and Chiunnby, king of the Chickasaw Nation, Teshnamingo, James

Brown, and others, chiefs, and Colonel George Gilbert, Major William Glover, Coweamarthlar, and other military leaders of the tribe. The "treaty-ground, east of Old Town," as mentioned just before the signatures, is in Monroe county, Mississippi, on the Tombigbee river, about ten miles from Aberdeen, on the road to Cotton Gin. The commissioners and their staff occupied a spot beneath the spreading branches of a magnificent oak, which was standing many years later, and was locally quite celebrated. By the second article of the treaty the Indians bound their nation to cede to the United States, with the exception of a small reservation, "all claim or title which the said Nation has to the land lying north of the south boundary of the State of Tennessee, which is bounded south by the thirty-fifth degree of north latitude, and which lands, hereby ceded, lie within the following boundaries, viz.: Beginning on the Tennessee river, about thirty five miles, by water, below Colonel George Colbert's ferry, where the thirty-fifth degree of north latitude strikes the same; thence due west with said degree of north latitude, to where it cuts the Mississippi river at or near the Chickasaw Bluffs; thence up the said Mississippi river to the mouth of the Ohio; thence up the Ohio river to the mouth of Tennessee river; thence up the Tennessee to the place of beginning."

This ceded all the Indian lands in Western Kentucky. The consideration agreed upon was \$20,000 per annum, for fifteen successive years, with various smaller sums paid to the chiefs and the Nation, on sundry accounts.

At the time this treaty was signed, there remained of the Chickasaw tribe, according to the Report of the Rev. Dr. Jedidiah Morse, the celebrated geographer, to the Secretary of War, but three thousand six hundred and twenty-five souls. They were in the singular proportion of four males to one female, which inequality, says Dr. Morse, "is attributed to the practice of polygamy, which is general in this tribe." He remarks further:

The Chickasaws have always been warm friends of the United States, and are distinguished for their hospitality. Some of the chiefs are half-breed, men of sense, possess numerous negro slaves, and annually sell several hundred cattle and hogs. The nation resides in eight towns, and, like their neighbors, are considerably advanced in civilization. The American Board of Commissioners for Foreign Missions have in contemplation the speedy establishment of a mission

among these Indians, preparations for which are already made. This is done at the earnest solicitation of the nation.

THE FORTIFIED STATIONS.

Long before the Kentucky country was cleared of Indians and Indian titles, however, it was necessary for the white man to wage long and desperate wars with his red-browed brother. Prominent among the means of defense adopted by the settlers was the fortified station, which took various forms, as may be seen by the following extract from Doddridge's Notes:

The forts in which the inhabitants took refuge from the fury of the savages, consisted of cabins, block-houses, and stockades. A range of the former commonly formed at least one side of the fort. Divisions or partitions of logs separated the cabins from each other. The walls on the outside were ten or twelve feet high, the slope of the roof being invariably inward. Most of these cabins had puncheon floors, but the greater part were earthen.

The block-houses were built at the angles of the fort. They projected about two feet beyond the outer walls of the cabins and stockades. Their upper stories were about eighteen inches every way larger in dimensions than the under one, leaving an opening at the commencement of the second story to prevent the enemy from making a lodgment under their walls. A large folding-gate made of thick slabs closed the fort on the side nearest the spring. The stockades, cabins, and block-house walls were furnished with ports at proper heights and distances. The entire extent of the outer wall was made bullet-proof. The whole of this work was made without the aid of a single nail or spike of iron, which articles were not to be had.

Mr. Collins, in the invaluable Dictionary of the Stations and Early Settlements in Kentucky, prefixed to the second volume of his History, enumerates the following stations in Jefferson county:

Floyd's station, first located at the mouth of Beargrass creek, in Louisville, near the present foot of Third street; built by Colonel John Floyd.

Another Floyd's station, on the Middle fork of Beargrass six miles from the Falls; built by Colonel John Floyd in 1775.

A Sturgis's station, on Harrod's Trace, settled in 1783; also Sturgis's station, "in or before 1784"—perhaps the same.

The Dutch station, on Beargrass creek, 1780.

Hogland's station, on Beargrass, 1780.

Kellar's station, before 1780.

Moses Kuykendall's station, on the Beargrass, 1782.

Linn's station, on the Beargrass, about ten miles from the Falls.

Middle station, before 1787.

New Holland, before 1784.

Poplar Level, before 1784.

Spring station, in 1784.

Sullivan's old station, on the Bardstown road, five miles south-east of Louisville, before 1780.

Sullivan's new station, before 1784.

Mr. Collins finds six stations on the waters of

the Beargrass in 1780 with a population, including Louisville, of six hundred.

Dr. McMurrie says that in the fall of 1779 and the spring of 1780 seven stations were settled on the Beargrass.

Some of these stations will be more definitely located, and their story more fully told, in subsequent chapters.

Armstrong station stood at the mouth of Bull creek, on the north side of the Ohio, just opposite the Eighteen-mile Island bar and the Grassy Flats, eighteen miles above Louisville. Here the block-house was erected, at some time between 1786 and 1790, by Colonel John Armstrong, where the river was fordable, in order to prevent the Indians from crossing and making raids into Kentucky.

MANY TRAGIC INCIDENTS

are related of this part of the Dark and Bloody Ground, during the era of conflict for supremacy. We give a number of these below, collected from various sources, and others will be related in future chapters. Some of them, it will be observed, are intimately associated with the fortified stations.

COLONEL FLOYD'S ADVENTURE.

One of the most interesting tales of the Indian period, concerning one of the most famous of the pioneer heroes of this region, who had himself a fortified station on the Middle fork of Beargrass, only six miles from Louisville, is thus related in the first edition of Marshall's History of Kentucky:

In April (1781) a station settled by Squire Boone, near where Shelbyville now stands, became alarmed by the appearance of Indians, and after some consultation among the people they determined to remove to Beargrass. In executing this resolution, men, women, and children, encumbered with household goods and cattle, were overtaken on the road near Leng Run by a large party of Indians, attacked, defeated with considerable loss and general dispersion. Intelligence of this disaster reaching Colonel John Floyd, he in great haste raised a company of twenty-five men and repaired toward the scene of the late encounter, intent upon administering relief to the sufferers and chastisement to the enemy; and notwithstanding he divided his party and proceeded with considerable caution, such was the treachery of the Indians and the nature of the country that he fell into an ambuscade and was defeated with the loss of half his men, who, it was said, killed nine or ten of the Indians. The Indians are believed to have been three times the number of Colonel Floyd's party. The colonel and many escaped with the assistance of Captain Samuel Wells, who, seeing them on foot pursued by the enemy, mounted upon his own horse and fled by his side to support him. The conduct of captain Wells was

the more magnanimous, inasmuch as he and Colonel Floyd were not friends at the time. His service, however, was of a nature to subvert all existing animosities, nor was it bestowed on an unworthy object. No man knew better than Floyd how to fight his gallant and disinterested action. He lived and died the friend of Wells.

A few years ago a monument was erected and dedicated to the memory of the slain in the sad disaster. The end of the brave Colonel came no great while after. It is thus told in the entertaining pages of Mr. Collins:

On April 12, 1783, Colonel Floyd and his brother Charles, not suspecting any ambush or danger from the Indians—for there had recently been serious trouble with them, and they were supposed to have retreated to a safe distance—were riding together, some miles from Floyd's station, when they were fired upon, and the former mortally wounded. He was dressed in his wedding coat, of scarlet cloth, and was thus a prominent mark. His brother, abandoning his own horse, which was wounded, sprang up behind his saddle, and putting his arms around the colonel, took the reins and rode off with the wounded man to his home, where he died in a few hours. Colonel Floyd had a remarkable horse that he usually rode, which had the singular instinct of knowing when Indians were near, and always gave to his rider the sign of their presence. He remarked to his brother, "Charles, if I had been riding Pompey to-day this would not have happened."

A TALE OF THE SALT LICKS.

The following narrative is from the account of Mr. William Russell, as found in Bogart's work on Daniel Boone and the Hunters of Kentucky:

It is more than fifty years since salt was made at Bullitt's lick. The Indians resorted there, and combined their hunting expeditions with a pursuit which, however useful, was not at all to their liking, distinguished as they were for their aversion to be classed among the producing classes—the manufacture of salt. There were guides to these salt-licks, which told even the Indian where they were to be found—the buffalo and the deer. There was vast difficulty, of course, in procuring the salt from the eastward, and the settlers soon congregated around the lick; for all were not so self-denying as the bold old hunter Boone, who could pass his months without either salt or sugar.

There were scenes in those salt-works to which Syracuse and Cracow are strangers. The hunters divided; part of them worked at the boiling, and part hunted to supply the forest table; and—a characteristic of the insecurity of their position—the remainder served as an advance guard. The crystals cost the settlers such price as made salt more precious than gold. The Indian hated to see the white man thus engaged—not but that he liked well to see the heavy hand of labor on the whites; but it seemed like an invasion of the rights of the owner of the soil, and the very industry of the settlers was a perpetual reproach. It was part of the arts which he used, and before the exercise of which the Indian felt himself fading away. So, when the work was busy, when the furnaces glowed and the tramp of the laboring men was all around, when the men, firemen and the hunter, and guard were all on the alert, the Indian crept behind the trees, and thirsted for the opportunity to send the shots of his warriors rattling among the groups below—and they would

have been hurried there but for the fact he knew so well, that the vengeance of the hunter would be rapid and certain.

There is a knot there which bears the name of Cabre's knot; and it is associated with a turning incident. There was all the glare and bustle of a busy working time. The light of the minces shone through the forest. The Indian saw, and was enraged at the spectacle. Cabre was bound on a chestnut oak, the Indians intending to burn him in sight of the lick itself—it might be so that the sacrifice could in reality be seen, and yet not its nature detected till assistance was too late. The Indians had collected their fagots from the pitch-pine, and while every preparation for the horror was making, some oxen, grazing on the hill, moved through the thicket. The Indians mistook the sound for that of an approach of a rescue-party of the whites. They hastened to hide themselves in an opposite thicket, and Cabre, slipping off the cords that bound him, darted through the darkness and escaped. There was new life among those salt-lickers when that panting fugitive arrived among them, and the ladle was exchanged for the rifle instantly. They who had met to destroy became the object of pursuit, and the trail was struck and followed until they reached the Ohio river.

BLAND BALLARD A CAPTIVE.

The following incident was related of Captain Bland Ballard, one of the most noted officers of General Clark's expeditions, in the address of Colonel Humphrey Marshall, upon the occasion of the re-interment of the remains of Scott, Barry, and Ballard, in the cemetery at Frankfort, November 8, 1854. Said the eloquent orator:

On one occasion, while scouting alone some five miles beyond the Ohio, near the Falls, he was taken prisoner by a party of savages and marched to their village, some thirty miles in the interior. The next day after his arrival, while the Indians were engaged in racing with horses they had stolen from the settlements, Ballard availed himself of a favorable moment to spring on the back of a fleet horse in the Indian camp and to fly for his life. The Indians gave immediate pursuit, but Ballard eluded them, and reached Louisville in safety. . . . The noble steed was ridden to death; the skill of the woodsman baffled the subtle sons of the forest, and, dashing into the broad Ohio, Ballard accomplished his freedom.

The story is thus told, with some additional details, by the venerable Dr. C. C. Graham, of Louisville, in a sketch of the life and services of Mr. Ballard, in the Louisville Monthly Magazine for January, 1879:

During the period he was a spy for General Clark, he was taken prisoner by five Indians on the other side of the Ohio, a few miles above Louisville, and conducted to an encampment twenty-five miles from the river. The Indians treated him comparatively well, for though they kept him with a guard, they did not tie him. On the next day after his arrival at the encampment the Indians were engaged in horse-racing. In the evening two very old warriors were to have a race, which attracted a considerable number of the Indians, and Ballard left him a few steps to see how the race would terminate. Near him stood a fine black horse, which the Indians had recently stolen from Beargrass, and while the

attention of the Indians was attracted in a different direction, Ballard mounted this horse and had a race indeed. They pursued him nearly to the river, but he escaped, though the horse died soon after he reached the station. This was the only instance, with the exception of that at the river Raisin, that he was a prisoner.

Another anecdote, which has somewhat closer relation to the Falls cities, is given in this entertaining essay:

When not engaged in regular campaign as a soldier, he served as hunter and spy for General Clark, who was stationed at Louisville, and in this service he continued two years and a half. During this time he had several encounters with the Indians. One of these occurred just below Louisville. He had been sent in his character as spy to explore the Ohio, from the mouth of Salt river, and from thence up to what is now the town of Westport. On his way down the river, when six or eight miles below the Falls, he heard a noise on the Indiana shore. He immediately concealed himself in the bushes, and when the fog had sufficiently scattered to permit him to see, he saw a canoe occupied with three Indians approaching the Kentucky shore. When they had approached within range, he fired and killed one. The other two jumped overboard and endeavored to get their canoe in deep water; but before they could succeed he killed a second, and finally the third. Upon reporting his morning's work to General Clark, a detachment was sent down, who found the three dead Indians and buried them. For this service General Clark gave him a linen shirt and some other small presents. This shirt was the only shirt he had for several years, except those made of batten. Of this shirt the pioneer hero was justly proud.

Another anecdote of Ballard, which properly belongs to Jefferson county annals, is narrated by Dr. Graham:

At the time of the defeat on Long run, he was living at Lyon's Station, on Beargrass, and came up to assist some families in moving from from 'Squire Boone's station, near the present town of Shelbyville. The people of this station had become alarmed at the numerous Indian signs in the country, and had determined to remove to the stronger stations on the Beargrass. They proceeded safely until they arrived near Long run, when they were attacked in front and rear by the Indians, who fired their rifles and then rushed on them with their tomahawks. Some few of the men ran at the first fire; of the other some succeeded in saving part of their families, or died with them after a brave resistance. The subject of this sketch, after assisting several of the women on horseback, who had been thrown on the first onset, during which he had several single-handed combats with the Indians, and seeing the party about to be defeated, he succeeded in getting outside of the Indian lines, when he used his rifle with some effect, until he saw they were totally routed. He then started for the station, pursued by the Indians, and, on stopping at Floyd's fork, in the bushes on the bank, he saw an Indian on horseback, pursuing the fugitives, ride into the creek. As he ascended the bank, near to where Ballard stood, he shot the Indian, caught the horse, and made good his escape to the station. Many were killed, the number not being known. Some were taken prisoners, and some escaped to the station. The prisoners afterwards learned from the prisoners taken that the Indians were marching to attack the station the whites had deserted, but, learning from their

spies that they were moving, the Indians turned from the head of Bullsken and marched in the direction of Long run.

The news of the defeat induced Colonel Floyd to raise a party of thirty-seven men, with the intention of chastising the Indians. Floyd commanded one division and Captain Holden the other, Ballard being with the latter. They proceeded with great caution, but did not discern the Indians until they received their fire, which killed or mortally wounded sixteen of their men. Notwithstanding their loss, the party under Floyd maintained their ground and fought bravely until they were overpowered by three times their number, who appealed to the tomahawk. The retreat was completed, however, without much further loss. This occasion has been rendered memorable by the magnanimous gallantry of young Wells (afterwards the Colonel Wells of Tippecanoe), who saved the life of Floyd, his personal enemy, by the timely offer of his horse, at a moment when the Indians were near Floyd, who was retreating on foot and nearly exhausted.

This famous Indian fighter, Captain Bland W. Ballard, was uncle to the Hon. Bland Ballard, late judge of the United States court for the District of Kentucky, who died in Louisville in 1879.

THE ROWAN PARTY ATTACKED.

The following narrative is from Collins:

In the latter part of April, 1784, the father of the late Judge Rowan, with his family and five other families, set out from Louisville in flat-bottomed boats, for the Long Falls of Greene river. The intention was to descend the Ohio river to the mouth of Greene river, and ascend that river to the place of destination. At that time there were no settlements in Kentucky within one hundred miles of the Long Falls of Green river (afterwards called Vienna). The families were in one boat and their cattle in the other. When the boats had descended the Ohio about one hundred miles, and were near the middle of it, gliding along very securely, as it was thought, about 10 o'clock of the night, a prodigious yelling of Indians was heard, some two or three miles below on the northern shore; and they had floated but a short distance further down the river, when a number of fires were seen on that shore. The yelling continued, and it was concluded that they had captured a boat which had passed these two about mid-day, and were massacring their captives. The two boats were lashed together, and the best practicable arrangements were made for defending them. The men were distributed by Mr. Rowan to the best advantage, in case of an attack—they were seven in number, including himself. The boats were "neared" to the Kentucky shore, with as little noise as possible; but avoided too close an approach to that shore, lest there might be Indians there also. The fires of the Indians were extended along the bank at intervals for half a mile or more, and as the boats reached a point about opposite the central fire they were discovered, and commanded to "come to." All on board remained silent; Mr. Rowan had given strict orders that no one should utter any sound but that of his rifle, and not that until the Indians should come within powder-burning distance. They united in a terrific yell, rushed to their canoes, and gave pursuit. The boats floated on in silence—not an oar was pulled. The Indians approached within less than a hundred yards, with a seeming determination to board. Just at this moment Mrs. Rowan rose from her seat, collected the axes, and placed one by the side of each man, where he stood by his gun, touching him on the knee with the handle of the axe, as she leaned

it up by him against the side of the boat, to let him know it was there, and retired to her seat, retaining a hatchet for herself. The Indians continued hovering in the rear, and yelling, for nearly three miles, when, awed by the inference which they drew from the silence observed on board, they relinquished farther pursuit. None but those who have a practical acquaintance with Indian warfare can form a just idea of the terror which their hideous yelling is calculated to inspire. Judge Rowan, who was then ten years old, states that he could never forget the sensations of that night, or cease to admire the fortitude and composure displayed by his mother on that trying occasion. There were seven men and three boys in the boat, with nine guns in all. Mrs. Rowan, in speaking of the incident afterwards, in her calm way said, "We made a providential escape, for which we ought to feel grateful."

MR. BULLITT'S ADVENTURE.

The following is from Mr. Collins's biographical notice of Alexander Scott Bullitt, from whom Bullitt county is named:

In 1784, six years before the father's death, the subject of this sketch emigrated to Kentucky, then a portion of Virginia, and settled on or near the stream called Bullsken, in what is now Shelby county. Here he resided but a few months, being compelled, by the annoyances to which he was subjected by the Indians, to seek a less exposed situation. This he found in Jefferson county, in the neighborhood of Sturgis's station, where he entered and settled upon the tract of land on which he continued to reside until his death. In the fall of 1785, he married the daughter of Colonel W. Christian, who had removed from Virginia the preceding spring. In April, 1786, Colonel Christian with a party of eight or ten men pursued a small body of Indians, who had been committing depredations on the property of the settlers in the neighborhood of Sturgis's station. Two of the Indians were overtaken about a mile north of Jeffersonville, Indiana, and finding escape impossible, they turned upon their pursuers, and one of them fired at Colonel Christian, who was foremost in the pursuit, and mortally wounded him. Next to Colonel Christian was the subject of this sketch and Colonel John O'Bannon, who fired simultaneously, bringing both Indians to the ground. Under the impression that the Indians were both dead, a man by the name of Kelly incautiously approached them, when one of them who, though mortally wounded, still retained some strength and all his thirst for blood, raised himself to his knees, and fired with the rifle which had not been discharged, killed Kelly, fell back and expired.

THE FAMOUS LANCASTER STORY.

In Bishop Spalding's valuable book of Early Sketches of Catholic Missions in Kentucky, the misfortunes of John Lancaster and his companions, at the hands of the savages, are well told. The four were bound from Maysville to Louisville in a flat-boat. On the 8th of May, 1788, near the mouth of one of the Miami rivers, the party was captured. Lancaster alone escaped, and after much toil and danger succeeded in reaching the Kentucky shore. We extract the

remainder of the story, which lies directly within the field of this history.

After resting a short time, he determined to float down the river to the station at the Falls, which he estimated was between twenty and thirty miles distant. Accordingly, he made a small raft, by tying two trees together with bark, on which he placed himself, with a pole for an oar. When a little above Eighteen-mile Island, he heard the sharp report of a rifle, when, thinking that his pursuers had overtaken him, he crouched down on his little raft, and concealed himself as best he could. Hearing no other noise, however, he concluded that his alarm was without foundation. But shortly after, a dreadful storm broke upon the river; night had already closed in, and he sunk exhausted and almost lifeless on his treacherous raft, drenched with the rain, benumbed with cold, and with the terrible apprehension on his mind that he might be precipitated over the Falls during the night.

At break of day he was aroused from his death-like lethargy, by one of the most cheering sounds that ever fell on the ears of a forlorn and lost wanderer—the crowing of a cock—which announced the immediate vicinity of a white settlement. The sound revived him; he collected all his energies for one last effort, and sat upright on his little raft. Soon, in the gray light of the morning, he discovered the cabins of his countrymen, and was enabled to effect a landing at the mouth of Beargrass—the site of the present city of Louisville. He immediately rejoined his friends, and their warm welcome soon made him forget all his past sufferings. He lived for many years to recount his adventures, and died about 1838, surrounded by his children and his children's children.

TWO BOYS SURPRISED AND TAKEN.

From Mr. Casseday's History of Louisville we have the following. The incident occurred in 1784:

Another incident will show the education, even in boyhood, which the nature of the times demanded. Four young lads, two of them named Linn, accompanied by Wells and Brashears, went on a hunting party to a pond about six miles southwest of Louisville. They succeeded well in their sport, having killed, among other game, a small cub bear. While they were assisting the elder Linn to strip the bear on his shoulders, and had laid down their guns, they were surprised by a party of Indians, and hurried over to the White river towns, where they remained in captivity several months. One of the party had in the meantime been carried to another town; and late in the fall the remaining three determined to effect their escape. When night had come they rose quietly, and having stunned the old squaw, in whose hut they were living, by repeated blows with a small axe, they stole out of the lodge and started for Louisville. After daybreak they concealed themselves in a hollow log, where they were frequently passed by the Indians, who were near them everywhere; and at night they resumed their march, guided only by the stars and their knowledge of woodcraft. After several days, during which they subsisted on the game they could procure, they reached the river at Jeffersonville. Arrived here they hallooed for their friends, but did not succeed in making themselves heard. They had, however, no time to lose; the Indians were behind them, and if they were taken they knew their doom. Accordingly, as two of them could not swim, they constructed a raft of the drift-logs about the shore and tied it together with grape-

vines, and the two launched upon it, while Brashears plunged into the water, pushing the raft with one hand and swimming with the other. Before they had arrived at the other shore, and when their raft was in a sinking condition from having taken up so much water, they were descried from this side, and boats went out and returned them safely to their friends.

THE BATTLE OF THE PUMPKINS.

The following account of the battle of the pumpkins, which occurred in Jefferson county, was communicated to the American Pioneer March 25, 1843, by Mr. John McCaddon, then and for many years of Newark, Ohio, but an old Indian fighter of Kentucky. The following is his narrative:

After I returned from the expedition of General George Rogers Clark (1780), as related in the first volume of the Pioneer, we had peace with the Indians for about four weeks, when two athletic young men, Jacob and Adam Wickerham, went out to a small lot they had cleared and planted. They filled a bag with pumpkins, and Jacob put it on his shoulder and got over the fence. Adam, on looking around, saw an Indian start up from a place of concealment and run up behind Jacob with his tomahawk in hand. The Indian, finding he was discovered, dropped his weapon and grasped Jacob round the body, who threw the bag of pumpkins back on the Indian, jerked loose and made off at the top of his speed. The Indian picked up his gun and fired, but without effect. During this time another Indian, from outside the fence, ran up toward Adam, who was inside. They coursed along the fence, the Indian being between Adam and the fort. Adam outstripped him, leaped the fence before him, and crossed the Indian's path and ran down a ravine, across which a large tree had fallen, which he leaped. Such is the agility which an Indian chase gave to the pioneers, scarcely believed possible now in this time of peace, wherein there is no such cogent reason for exertion almost above belief. The tree stopped the Indian, who threw his tomahawk, but which, not being well distanced, hit Adam pole foremost on the back, and left a ring as red as blood. In the meantime we in the fort, hearing the shot, were all out in two or three minutes, and the Wickerhams were safe among us. We, with our small force, not more than ten or twelve, visited the battle-field of the pumpkin-bag, but saw nothing more of the Indians that time.

Colonel R. T. Durrett, of Louisville, in his Centennial Address, pronounced May 1, 1880, after relating several of the stories already given, tells the following in addition:

In March, 1781, a party of Indians came near to Louisville and killed Colonel Linn and several other persons. Captain Agula Whitaker raised a company of fifteen men and went in pursuit of them. They were trailed to the Falls, and it being supposed that they had crossed the river, Captain Whitaker and his men took a boat to cross and pursue. They were scarcely out from shore when the Indians, until then concealed on this side of the river, fired upon the boat and killed and wounded nine of the party. The boat put back to the shore, and the Indians were attacked and dispersed.

In the following year [that is, 1785, the year after the Linn, Wells, and Brashears incident] a man named Squires

went out for a hunt in the suburbs of the town. A slight snow was upon the ground, and an Indian tracked him to a sycamore tree near the mouth of Beargrass creek, where Squires had fired a rifle, and was preparing to shoot at it. The Indian came suddenly upon Squires at the base of the tree, and then a race began around it. The French sometimes after Squires and Squires after the Indian. Finally both became weary of the chase, and each taking at the same time the edge of escape, following the tree, the Indian shot off in one direction and Squires in another, much to the satisfaction of both. Neither seeming disposed to renew the treadmill chase around the tree, each pursued the course taken unmolested by the other. The Indian lost his prisoner and Squires lost his racoon, but both, no doubt, were satisfied with the loss.

In 1793 a party of Indians captured a boy at Easton's mill, and, by some strange fancy, gave him a scalping knife, a tomahawk, and a pipe, and turned him loose with these equipments. What use the boy made of his instruments of war and peace in after years is not known.

THE HITES AND THE INDIANS.

Eight miles south of Louisville, on what subsequently became the Bardstown road, Captain Abraham Hite, of Berkeley county, Virginia, a brave soldier of the Revolution, settled in 1782, his brother, Joseph Hite, following the next year, and settling two miles south of him, and their father, Abraham Hite, Sr., joining their colony in 1784. Here they had somewhat numerous encounters with the marauding and murdering savages. The younger Abraham was waylaid by them one day, while going from his house to a neighbor's, and shot through the body, but got away without capture, and, stranger to say, eventually recovered of his wounds. His brother Joseph, while mounting guard over a party of toilers in the field, was fired at by the red men, and severely but not dangerously hurt. Both the brothers, however, bore marks of their injuries to their graves, and both survived for nearly fifty years afterwards.

CHAPTER III.

THE WHITE MAN.

The Discoverers of the Ohio.—La Salle at the Falls.—Biographical Sketch of the Great French Explorer.—The Spaniard.—The Frenchman Again.—The Welshman at the Fall in the Twelfth Century?—The Mound Builders.—White Men?—The Later Explorers and Voyagers to the Falls.—John Howard, the Englishman.—Christopher Gist, Prospector for the Ohio Company.—Colonel Crogan, the Indian Agent.—Captain Harry Gordon, the Surveyor.—Then Come the Surveyors.

The first man of European stock, whose face the placid waters of La Belle Riviere gave back, was undoubtedly the daring explorer, the chivalrous Frenchman, Rene Robert Cavalier, Sieur de la Salle. A tradition exists that one Colonel Wood, an Englishman, penetrated from Virginia into the Kentucky wilds in 1654, reaching the Mississippi and discovering several branches of that and the Ohio rivers, with an ultimate view to trade with the Indians. The story is at least a doubtful one, as is also the tale which avers that about 1670 one Captain Bolton (called Bolt or Batt in Collins's History of Kentucky) also journeyed from Virginia through this country to the Mississippi. "Neither statement," says Parkman, the best authority on such subjects, "is improbable; but neither is sustained by sufficient evidence." However these may be, there can now be but little debate over the claim made by La Salle himself, and of late by the historians of his enterprises, that he was the discoverer of the Ohio in the winter of 1669-70 or in the following spring. To this we may add that he was probably the first man to look upon the dense forests of primeval Kentucky, and that his voyages down the river, with equally strong probability, ended at or near the present site of the cities about the Falls of the Ohio.

Robert Cavalier, commonly called La Salle, was born at Rouen, France, in 1643. At an early age he became a Jesuit, and taught one of the schools of that order, but soon abandoned it and went in 1666 to Canada, whither an elder brother, a priest of St. Sulpice, had preceded him. A corporation of these priests, styled the Seminary of St. Sulpice, had become the founders and proprietors of Montreal, and were freely making grants of lands to immigrants, in order to form as soon as possible a bulwark of settlement against the inroads of the Iroquois. A generous offer was made to La Salle by the Su-

perior of the seminary, in the gift of a large tract on the St. Lawrence, at the head of the Lachine rapids, eight or nine miles above Montreal. He accepted the grant, and straightway began its improvement, with such small means as he could command. Soon afterwards, while at Montreal trading in furs, La Salle heard from the Seneca Indians that a great river arose in their country and flowed thence to the sea, which it reached so far away that eight or nine months were required to reach its mouth. It was called the "Ohio," but was evidently confused with the Mississippi and identified in La Salle's mind with the "Great River," which the geographies of that day believed to flow westward to the "Vermilion Sea," or Gulf of California. Determined to discover and explore it, in the hope of finding the much-sought west passage to China, or at least of opening profitable trade with the natives, La Salle went to Quebec to secure for his expedition the approval of Courcelles, Governor of New France. This was soon obtained, and official letters patent were granted in authorization of the scheme, but without the addition of official aid. La Salle had spent all his scanty means in improving the land given him by the Superior of the seminary, and this he was obliged to sell to procure an outfit for his expedition. The priest who had granted it, taking a lively interest in his adventurous plans, bought back the greater part of the tract with its improvements, and the explorer, with two thousand eight hundred livres realized from his sales, procured four canoes and the necessary equipments and supplies, and hired fourteen men for his crew.

The St. Sulpice brethren at the seminary were meanwhile fitting out an expedition for similar purposes; and at Quebec, where some of them had gone to purchase the needful articles for it, they heard of the meditated Ohio exploration from the Governor, who urged upon them the advantage of a union of the two expeditions. La Salle was not wholly pleased with the proposal, which would deprive him of his rightful place as leader, and make him simply an equal associate and co-laborer. Furthermore, he feared trouble between the Sulpitians and the members of the Order of St. John, or the Jesuits, to which he had formerly belonged, and who already occupied the missionary field in the Northwest.

He could not, however, easily neglect the official suggestion, with its manifest advantages; and the two ventures were presently merged into one. On the 6th of July, 1669, in seven canoes, with twenty-five persons in the party, the expedition started up the St. Lawrence. It was accompanied and guided by a number of Seneca Indians, in two other canoes, who had been visiting La Salle. To their village upon the Genesee, in what is now Western New York, they piloted the white voyagers up the mightier stream and across the broad bosom of Ontario. Here the explorers expected cordial co-operation and aid, but were disappointed, the savages even burning at the stake, in their presence, a captive who was known to be in possession of desired information as to the great river to the southwest.

It was unfortunate that here they were compelled, from ignorance of the native language, to communicate with the Indians through a Jesuit missionary residing at the village. He was thus practically master of the situation, and could color statements from either side at will. The new-comers, not unnaturally, suspected him of being the author of the obstructions here met, since he, in common with his fellows of the order, would be glad to prevent the Sulpitians from establishing themselves in the West. They were obliged to remain at the Indian village an entire month, when, an Iroquois happening to visit them, they learned from him that near the bend of the lake where they lived they could obtain guides into the unknown country which they sought. Accepting his offer of attendance to his lodge, they passed along the south shore of Lake Ontario, and were the first of white men to hear, at the mouth of the Niagara, the thunder of the mighty cataract. At the Iroquois village they were cordially welcomed, and there found a Shawnee prisoner from the Ohio country, who told them that in a six-weeks' journey they could reach the desired river, and that he would guide them to it if set at liberty. The party then prepared to commence the journey, but the Sulpitians, hearing stimulating news of the success of the Jesuit missions at the Northwest, decided to go in that direction, find the Beautiful river, if possible, by that route, and establish their own mission stations in that quarter. The traveler Joliet, returning from the Lake Superior region, under the orders of M.

Talon, Intendant of Canada, called upon them at the Iroquois town, and further excited them by his accounts, the map of the country which he presented them, and his assurance that the natives thereabout were in great need of more missionaries. La Salle warned them of difficulties with the Jesuits, whom he knew only too well; but they nevertheless separated from him and went on their bootless way, as it proved, to the Northwest.

La Salle was just recovering from a severe attack of fever, and felt the abandonment the more keenly in consequence. He was soon able, however, to reorganize his expedition, which he took to Onondaga, and thence was guided to an upper tributary of the Ohio, on whose current he was exultantly borne to the noble expanse of the coveted La Belle Riviere. Down this, too, he went, on and on, through many perils, even to the Falls of the Ohio, where now rise the domes and towers of the Falls cities. There is a tradition that he went further, so far as to the mouth of the great stream; but this statement is not held to be well supported. Some doubt has also been thrown upon the daring explorer's advent at all in the Ohio valley; but this doubt is likewise ill-founded. He himself certainly claims, in a memorial of 1677 to Count Frontenac, that he was the discoverer of the Ohio, and that he passed down it to the Falls. His identical words, in a close translation—but writing of himself in the third person—are as follows:

In the year 1667, and the following, he made sundry journeys at much expense, in which he was the first to discover much of the country to the south of the great lakes, and among others the great river Ohio. He pursued that as far as a very high *tree* *have* fallen in a vast marsh, at the latitude of thirty-seven degrees, after having been swelled by another very large river which flows from the north, and all these waters discharge themselves, to all appearance, into the Gulf of Mexico.

M. Louis Joliet, another of the explorers of New France, and who, as in some sense a rival of La Salle in the race for fame and fortune in the Western wilds, can hardly be accused of too much friendliness for him, yet names the other upon both of his maps of the Mississippi and Lake region as the explorer of the Ohio.*

* Upon Joliet's first map the Ohio is called the *Oua* *bousikou*. In the second, gratifying to us, it is designated as "*Fleuve St. Louis*," or *Chesapeake*, or *Chesapeake*, or *pogamou*, while the Alleghany is marked as the "*Ohio*," or *Oghin*.

Another map, probably of 1673, represents the course of the Ohio to a point somewhat below the present site of Louisville, as if it were not then known further, and above it is the inscription: "River Ohio, so called by the Iroquois on account of its beauty, by which the *Sieur de la Salle* descended." In view of all the evidence, Mr. Parkman says: "That he discovered the Ohio may then be regarded as established; that he descended it to the Mississippi he himself does not pretend, nor is there any reason to believe that he did so."

From the Falls La Salle returned at leisure and alone—his men having refused to go further and abandoning him for the English and Dutch on the Atlantic coast—to the settlements on the St. Lawrence, there to prepare for other and more renowned explorations in the Northwest and South, which were finally and in a very few years, while he was yet in the prime of his powers, to cost him his life. He perished, as is well known, by the hands of assassins upon the plains of Texas, March 19, 1687, at the age of forty-three, but already one of the most famous men of his time. He was but twenty-six years old when he stood here, the first of Europeans to behold the Falls of the Ohio.

THE SPANIARD.

In 1669, according to a work by Governor Dewitt Clinton, quoted in a note to Colonel Stone's *Life of Joseph Brant*, which is copied without objection into the second volume of *The Olden Time*, a party of twenty-three Spaniards, guided by some Iroquois returning from captivity among the Southern tribes, came up the Mississippi from New Orleans, passed the Falls of the Ohio, and proceeded up this and the Alleghany rivers to Olean Point. Thence they traveled by land to a French colony founded in Western New York three years before, at the request of the Onondagas, where they, together with the villagers, were attacked by the Indians before daybreak on All-Saints day, 1669, and not one left to tell the tale. The Spaniards had been attracted to this region by Indian stories that here was a lake whose bottom was covered with a substance shining and white. The Europeans guessed this to be silver; it was very likely an incrustation of salt in the vicinity of water.

THE FRENCHMAN AGAIN.

In a memorial delivered by the Duc de Mirepoix to the British ministry, May 14, 1755, during a diplomatic correspondence concerning the boundaries of Canada, the noble Duke, in his "remarks concerning the course and territory of the Ohio," which he claimed as a Canadian river, "essentially necessary" to the French for communication with Louisiana, said:

They have frequented it at all times, and with forces. It was also by that river that the detachment of troops passed, who were sent to Louisiana about the year 1729, on account of the war with the Chickasaws.

This force, then, must have passed the Falls of the Ohio, but it may be doubted whether any other mention of it is made in history.

THE WELSHMAN.

Mr. Thomas S. Hinde, an old citizen of Kentucky, neighbor and companion of Daniel Boone and Simon Kenton, wrote a letter in his old age from his home in Mount Carmel, Illinois, dated May 30, 1842, to the editor of the American Pioneer, in which is comprised the following startling bit of information:

It is a fact that the Welsh, under Owen ap Zameh, in the twelfth century, found their way to the Mississippi and as far up the Ohio as the falls of that river at Louisville, where they were cut off by the Indians; others ascended the Mississippi, were either captured or settled with and sunk into Indian habits. Proof: In 1799 six soldiers' skeletons were dug up near Jeffersonville; each skeleton had a breast-plate of brass, cast, with the Welsh coat of arms, the mermaid and harp, with a Latin inscription, in substance, "virtuous deeds meet their just reward." One of these plates was left by Captain Jonathan Taylor with the late Mr. Hubbard Taylor, of Clark county, Kentucky, and when called for by me, in 1844, for the late Dr. John P. Campbell, of Chillicothe, Ohio, who was preparing notes of the antiquities of the West, by a letter from Hubbard Taylor, Jr. (a relation of mine), now living. I was informed that the breast plate had been taken to Virginia by a gentleman of that State—I supposed as a matter of curiosity.

Mr. Hinde adduces other "proofs" in support of his theory of the advent of his countrymen here half a millennium before La Salle came; but they are of no local importance, and we do not copy them. This may be added, however:

The Mohawk Indians had a tradition among them, respecting the Welsh and of their having been cut off by the Indians at the falls of the Ohio. The late Colonel James H. Brown, of Lexington, who died in 1844, and who was a member of the Ohio Historical Society, mentions this fact, and that the Welsh names of some of the islands in Corn Island, so that Scotland, the king's daughter, had some foundation for his Welshman.

The story of the Jeffersonville skeletons, we

hardly need add, is purely mythical. It is not probable that any pre-Columbian Welshman was ever at the Falls of the Ohio.

THE MOUND BUILDERS' WHITES.

The Rev. Benjamin F. Brown, in his little work on America Discovered by the Welsh, published at Philadelphia in 1876, making a strong argument for the proposition embodied in his title, quotes Mr. Culloh's Researches on America as affirming of the Western earthworks:

Almost without exception the traditions of the red men ascribe the construction of these works to white men. Some of them belonging to different tribes at the present say that they had understood from their prophets and old men that it had been a tradition among their several nations that the Eastern country and Ohio and Kentucky had once been inhabited by white people, but that they were mostly exterminated at the Falls of Ohio. The red men drove the whites to a small island (Sandy Island) below the rapids, where they were cut to pieces.

This tradition has been more fully related in the previous chapter.

LATER EXPLORERS AND VOYAGERS.

We gladly come back now to more recent times and to authentic traditions.

In 1742 an Englishman named John Howard descended the river in a skin canoe, after crossing the mountains from Virginia. He was undoubtedly at the Falls of the Ohio, went on to the Mississippi, and was there captured by the French, when we lose sight of him. Upon his voyage—which De Hass, author of a History of Western Virginia, seems to think "a vague tradition"—the English based, in part, their claim to the Ohio valley, on the ground of priority of discovery.

Next came Christopher Gist, sent out in September, 1750, by the Ohio company, to "go out to the westward of the great mountains, in order to search out and discover the lands upon the river Ohio down as low as the great falls thereof; and to take an exact account of all the large bodies of good level land, that the company may the better judge where it will be the most convenient to take their grant of five hundred thousand acres." After making his way across the Ohio wilderness to the Great Miami, and down that stream to the great river, he, says the Western Annals, "went as far down the Ohio as the Falls, and was gone seven months." No record of his observations or adventures here has been left.

In 1765 Colonel George Croghan, a deputy or sub-commissioner of Sir William Johnson, the noted Indian agent in the employ of Great Britain, came down the river on a mission to the distant Western Indians, to secure the alliance of the French at the Illinois settlements, and prevent their inciting the savages to war. The following is an extract from his Journal:

June 1st—We arrived within a mile of the Falls of the Ohio, where we encamped, after coming about fifty miles this day.

2d—Early in the morning we embarked, and passed the Falls. The river being very low, we were obliged to lighten our boats, and pass on the north side of the little island which lays in the middle of the river. In general, what is called the Falls here is no more than rapids; and in the least fresh a batteau of any size may come and go on easily without any risk. This day we proceed sixty miles, in the course of which we pass Pigeon river. The country pretty high on each side of the Ohio.

Colonel Croghan pursued his way to the Washash, where he found a breastwork, made by the Indians, as he supposed. He remained at the mouth of the river the following day, and at day-break the next morning was surprised by a party of Kickapoos and "Musquattimes," who killed five of his party, wounded him and all the rest but three, and carried the survivors off as prisoners. He was released soon after, and accomplished the objects of his mission.

Captain Harry Gordon, an official engineer for the British Government, who passed the rapids July 22, 1766, says in his journal:

Those Falls do not deserve the name, as the stream on the north side has no sudden pitch, but only runs over a ledge of rocks. Several boats passed them in the driest season of the year, unloading half of their freight. They passed on the north side, where the carrying place is three-quarters of a mile; on the southeast side it is about half the distance, and is reckoned the safest passage for those who are acquainted with it, as, during the summer and autumn, the batteaux-men drag their boats over the rock. The fall is about half a mile rapid water, which, however, is passable by wading and dragging the boat against the stream when lowest, and with still greater ease when the water is raised a little.

Within a very few years after this came the voyages of the pioneer surveyors to the Falls, with which we begin the annals of Louisville in subsequent chapters.

CHAPTER IV.

GEORGE ROGERS CLARK.*

Introduction—His Earlier Life—He Saves Kentucky—The Illinois Campaign—The Ohio Campaign—Clark Never Defeated—Character of His Enemy—Clark never Caught Asleep—"A Shakespeare in His Way"—The General's Death and Burial.

This sketch can give but a faint idea of the courage, energy, capacity, and indomitable tenacity of General George Rogers Clark. The stern and appalling difficulties he encountered assume the wild charm of a startling romance, and had I space for the details of time, place, and circumstances, it would transcend fiction itself. In short, his life was a life of self-reliant and daring deeds that stand pre-eminent above all the heroes that ever lived or led an army. For brave, humane, and high-toned chivalry he was truly pre-eminent. Though daring and fierce to his enemies, his generous and social impulses made him the idol of his friends. Quick to resent an injury, yet prompt to forgive it; fiery in pursuit, yet cool and calculating in action, he never stooped nor shrunk but in wisdom to gain strength for the rebound. Full of generous deeds and native nobility of soul, he was a brave defender of the "Dark and Bloody Ground," the splendid country now called Kentucky.

HIS EARLIER LIFE.

George Rogers Clark was born November 19, 1752, in Albemarle county, Virginia. In early life he was, like Washington, a surveyor, and then a major in the wars of Lord Dunmore against the Canadian, French, and Northern Indians. Hearing much said about the newly discovered world called Kentucky, and the bloody conflict between the white and red men for possession, he determined to see for himself the present condition and future prospect of the disputed land. His arrival in the promised land was in 1775, where he found a few isolated forts in the heart of a vast wilderness claimed by the most savage and warlike people in the world, against whom unaided individual courage, though great, could not prevail. He at once set his plans, and went mentally and bodily into the work; and marvelous was the result.

* From a communication to the *Louisville Daily Commercial*, February 24, 1878, by the veteran Kentuckian, Dr. Christopher C. Graham, now in his ninety-eighth year.



GEN. CLARK.

HE SAVES KENTUCKY.

Clark, with his bold and penetrating mind, saw but one course to settle the many conflicting claims to the richest region on earth. All the country south of Kentucky river at that time was claimed by the noted Colonel Henderson and the great Transylvania Land company, in which the most influential men of the Union and nobility of England were interested. This claim was by a purchase made by the above company from the Cherokees South, at the treaty of Watauga, while the colony of Virginia claimed the whole region from the Ohio river to the Cumberland mountains, by her purchase from the Delawares and Shawnees, and from other tribes of the Northwest, called the Six Nations, at the celebrated treaty of Fort Stanwix, by Sir William Johnson and his co-English authorities. This rumor of a purchase and lasting peace with the Indians produced a flood of immigration to Kentucky, which caused great alarm among the Six Nations, many of whose chiefs had not been in the treaty, and knew nothing about it; and the Six Nations not being paid according to contract, and being egged on by the British trading-posts, where large prices were paid for Kentucky scalps, all the tribes were about to unite and exterminate the intruders. Clark, seeing the hopeless condition of the early settlers and the danger they were in, determined to put his life at stake in their defense. The powder and lead being well-nigh exhausted, and the forts being widely separated, there was no concert of action; so he called a meeting of the citizens at Harrodsburg station, to send delegates to Virginia to ask for a supply of ammunition, at which convention Gabriel Jones and Clark were appointed commissioners, signed by Harrod and eighty-seven others.

Clark and Jones now set off through a pathless wilderness of three hundred miles, over rugged mountains, on to the seat of government, Williamsburg, and, finding the Legislature adjourned, Jones despaired and gave it up. But not so with Clark, who, with undaunted resolve, went straightway to Patrick Henry, then Governor of Virginia, and implored him to save the people of Kentucky from their threatened destruction. The Governor being sick in bed, gave Clark a letter to the Executive Council, and they declining to take any responsibility, Clark said to

them, in firm and threatening language, that if Virginia did not think Kentucky worth saving, he would apply to a power that was ready, willing, and waiting to save and protect it. The executive council, understanding Clark's stern and independent remarks, granted him the ammunition asked for. Spain at that time controlled the navigation of the Mississippi river, and New Orleans being the only market for Kentucky, many of the leading men of Kentucky, aware of the great commercial advantages Spain offered, preferred the protection of Spain to that of England. Clark, from his penetrating knowledge of human nature, now obtained, as I have said, the ammunition for Kentucky, but found great difficulty in getting it to the different forts in the far-off wilderness. He at last getting it to Pittsburgh fort, was joined by Jones, and improvising a craft, they descended the Ohio, and though fired at frequently by Indians on the shore, they landed near Limestone, took the powder and lead out, set their craft afloat, and hid the treasure in the woods. Jones went to the nearest station, and procuring some ten men, started back to bring in the powder, but was attacked by the Indians and himself and others were killed. Clark, however, kept on to Harrodsburg station, got Kenton and others, brought the treasure safely in, and supplied the different stations with the means of defense.

THE ILLINOIS CAMPAIGN.

Clark was always ready to sally out against the invaders of Kentucky, but with quick perception he saw no end to such petty warfare, and that the ax must be laid at the root of the tree; and as there was not sufficient force in Kentucky to invade the savage strongholds and break up the British trading-posts, he again went back to both Virginia and Pennsylvania, through a wilderness of hundreds of miles, and, procuring a hundred and fifty men and boats at Pittsburgh fort, came on to the Falls. Being here joined by a few Kentuckians, swelling his army of invasion, he floated on down to a point nearest to Kaskaskia, the then great trading-post of the Canadians, French, and English, and where all the Western tribes resorted. His march was rapid, and the night before his attack he led his men through a tangled forest of thirty miles, and, taking the enemy by surprise, captured them all, ten times

his number. In like manner did he take Kaho-
kia and St. Louis forts, making prisoners of the
English officers and sending them to Virginia.

The French traders and missionaries were the
first whites to mix and intermarry among the
Indians and gain their friendship. The English
having taken possession of Canada, sent their
officers and traders to those posts where they
were not welcomed either by the French or In-
dians, and Clark, by his inherent knowledge of
mind, soon made friends of both French and
Indians by pledging exclusive trade for the
French traders, and protection to all by the
powers of Virginia and Kentucky. Thus, having
by his shrewdness accomplished more than many
officers with an army of ten thousand men could
have done, he swore his newly made friends to
their allegiance to Virginia and peace with Ken-
tucky. He left a single officer, with the aid of
the inhabitants, to hold the place, and prepared
for his march to Fort Vincennes.

Before leaving, he kindly took the French
priests and Indian chiefs by the hand, saying to
the chiefs: "We are brothers, and in you I have
confidence, and if I hear of the English dis-
turb your command I will bring an army to
your defense;" and expressing a hope to meet the
priests in heaven, he asked for prayer and de-
parted with his little fragment of an army to at-
tack the British stronghold in the West. He
sent spies ahead, one being the noted Colonel
Vigo, a Spaniard of St. Louis, and the other an
influential chief, to gain the friendship of the
French and Indians in the British fortress in ad-
vance of the assault. All things being made
ready, Clark again plunged into the dark and
dismal wilderness, and after marching day and
night through rain, sleet, and mud, they came
near the Wabash, which being out of its banks,
the low flats were for miles inundated and frozen
over with ice an inch thick. The shivering men,
already being worn down and half-starved, halted,
and, gazing in each other's faces with feelings of
despair, muttered, "Let us go back:" but seeing
their commander with his tomahawk cut a club
and black his face with powder, some of which
he drank, all eyes were upon him as he turned
his face to his command and, with a voice of de-
termination, ordered Colonel Bowman to fall in
the rear, and put to death any that might refuse
to follow him. In he plunged, waist deep and

sometimes to the chin, breaking the ice as he
went, till he came to shallow water, where he
halted for the moment to see whether he had
lost any of his men; and seeing some of them
like to faint, he put the weaker men by the side
of the stronger for the next two miles, till they
came to trees and bushes which afforded some
support. They, at last, getting on higher ground
within hearing of the guns of the fort, the enjoy-
ment of fire and rest gave such life and hope to
the whole company that when Clark addressed
them, with one voice they exclaimed, "We will
take the fort or die in the attempt."

One of Clark's spies came to his camp and
told him that Colonel Hamilton, the British com-
mander, had knowledge of his approach, but that
the French and Indian inhabitants, six hundred
in number, were in sympathy with the Ameri-
cans.

Stop here and think of the wonderful sagacity
of Clark. Having already taken three fortresses
with numbers more than his command, without
the loss of a man, now we see he has laid the
foundation for the capture of Fort Vincennes.
He marched boldly on, and with the eye of
an eagle scanned the ground, marching and
countermarching behind high ground where his
scant numbers could not be seen, and where one
man by hoisting the flag higher might be thought
a full company. He, moreover, placed his sharp-
shooters behind a hillock close to the port-holes
of the artillery, and as soon as they opened, a
shower of balls cut down the gunners; after
which not a man could be got to work the guns.
Hamilton, seeing this and that the citizens were
against him, was paralyzed by alarm, of which
Clark took the advantage, and with pretended
feelings of humanity addressed him in the
language both of a conqueror and a friend,
showing his astonishing insight into human na-
ture. He said to the commander that he was
fully able and determined to storm the place, but
to save bloodshed and the destruction of prop-
erty, he was willing simply to hold his men
prisoners instead of killing them, and to let him-
self march out with his side-arms, and that he
would send a safeguard with him to Detroit; but
if he had to take the place by assault, he would
not be responsible for the revengeful conse-
quences; that his army was largely composed of
Kentuckians, who had come with frantic and

firm resolve to recover the scalps of their friends, for which he had paid high prices, and if any of them lost their lives in the attempt, he might expect the most excruciating torture. And now this singular epistle, which Clark knew would touch the feeling of self-preservation, soon brought an answer, "Walk in," and thus it is seen that Clark's magic power over the minds of men accomplished more, with but little over a hundred men, without the loss of a single man, than others by brute force could have done with an army of a thousand and the loss of one-half. He now (after sending his British prisoners, eighty in number, off to Fort Pittsburg) organized a colonial government, and, leaving a sufficient force, returned to Louisville and built a fort, where he established his headquarters as Commander in chief of the Northwest.

THE OHIO CAMPAIGN.

The four British posts that had furnished the savages with arms and ammunitions of war and paid premiums for scalps being broken up by our noble defender, Kentucky felt safe, and the flood of immigration became great. Kentucky's security, however, did not continue; it was not long till the foe again lurked in every path from fort to fort and house to house, crouched in the cane, and murdered all who passed, till Clark, becoming wearied in his conflicts with them, determined to invade Ohio and desolate their own homes. His voice being as great a charm to his friends as a terror to his enemies, he called for troops, and soon had an army by his side waiting his orders, with which force he defeated the enemy in every pitched battle, and like a tornado swept over their country. Shouts of victory rent the air, and seeing their towns in flames, the savages for the first time felt the power of the white man and begged for peace.

NEVER DEFEATED.

The conflicts that Clark had with the Indians and British from time to time are too numerous for detail, but suffice it to say he was never defeated, even by an enemy of double his number, while other white commanders contending with the same foes, with double their numbers, were defeated with great slaughter. In Braddock's defeat, of twelve hundred men engaged, there were seven hundred and fourteen killed. In St. Clair's defeat, out of fourteen hun-

dred men, eight hundred and ninety were killed and wounded. Braddock's officers were eighty-six in number, of whom sixty-three were slain, himself among them. St. Clair had from eighty-six to ninety officers, of whom sixteen were killed and wounded—a second Braddock's defeat. Harmer's defeats were generally calamitous, and that of the Lower Blue Lick even more distressing, where, out of one hundred and eighty-two who went into the battle, near one-half were killed, seven taken prisoners and tortured in the flames.

This latter little army was composed of the first men in Kentucky, whose loss was not only heart-rending to their families, but fearful to all, as all hope for the lives of the few left had departed with the dead. Isolated and hopeless in the far-off wilderness, surrounded by fiends that sought their lives, what but dread fear could torment them by day and startle their slumbers by hideous shouts at night? Clark, stationed at Louisville, was their only hope left, and he, when he heard of the sad defeats, quickly collected a large force, followed them to their homes, defeated them in every battle, and burnt their towns, to the great joy of Kentucky.

CHARACTER OF HIS ENEMY.

I will only mention a few more of the many calamitous defeats, both in Ohio and Kentucky, to show the kind of men Clark had to contend with, and the contrast of his and other commands. The destruction of Colonel Estill and his command where Mt. Sterling now stands, and the defeat of Captain Holden at the Upper Blue Licks, are but drops of blood in the hog's-head that was spilt on this once "dark and bloody ground."

I will now indulge in but one more incident, which may be of interest to the reader, to show how the savages tortured their prisoners. When Colonel Crawford was defeated by the Indians in Northern Ohio, he, the almost only one left alive, was, a few days after his capture, put to the torture. They blacked his face that he might know his fate, bound him tight, and kept him long enough to suffer more than death; then they stripped him naked and shot some twenty loads of powder into his body, and having burned down wood to lively coals they put him on them, and piling brush around him quickly

engulfed him in flames. His hair was first burned from his head, his eyes were next burned out, all of which he bore with incredible fortitude, uttering only in low and solemn tones, "The Lord have mercy upon my soul"—till his tongue was parched beyond utterance and his feet (on which he had walked round upon the coals) were crisped to the bone, when he quietly laid himself down with his face upon the fire, when an old squaw, with a wooden shovel, poured hot embers on his back till life became extinct. Dr. Knight, the surgeon of Crawford's command, was captured with him, and with his own face painted black for execution, witnessed the whole horrid scene. They beat him (as they did Colonel Crawford before his execution) almost to a jelly, and often threw the bloody scalps of his friends in his face, and knocking down a fellow prisoner a squaw cut off his head, which was kicked about and stamped into the ground. Dr. Knight, after great suffering, was saved. I marched over Crawford's battle-ground in our War of 1812, and saw the trees scarred by the balls.

NEVER CAUGHT ASLEEP.

General George Rogers Clark never suffered such a fate, nor did one of his command; he never was caught asleep, but often took his enemy a-napping, conquering as he went, as he often did, through Ohio, Indiana, Illinois, and Missouri, till his name was a terror to the Western tribes. His first arrival in Kentucky was marvelous. Having made his way down the Ohio river, lined on either side with savages that almost daily captured boats and murdered whole families, he landed in a wild and trackless forest, filled with a lurking foe, and alone, without map or guide, traveling over a hundred miles, and crossing deep and dangerous streams, he struck the isolated fortress of Harrodsburg, after which he was seen foremost in the defense of all the interior forts, and then beyond the border in the Far West in bloody conflicts with fearful odds, yet ever victorious. No general ever led an army with more celerity and secrecy, and his battle-cry in the onset was "victory or death, honor or disgrace;" and he invariably led the way. He had the foresight of Napoleon in strategy, the heroism of Cæsar in execution, and the wisdom of Scipio Africanus in leading an army

into the enemy's country. His addresses to his men going into battle had much to do with his brilliant victories: "We are now about to engage with a savage and cruel enemy who, if they take you, will torture you in the flames, and better a thousand times to die in battle; but victory being better than either, you can, by a manly and unflinching courage, gain it, when cowardice and confusion will be death to all."

HIS WIDE REOWN.

The fame of General George Rogers Clark was not confined to Kentucky or the United States, but reached the ears of Napoleon, whose Minister to the United States, the noted Genet, conferred upon him the office of generalissimo, with the title of major-general in the armies of France. Clark was expected to lead an array of Kentuckians to seize upon New Orleans and hold it in the name of France, then at war with Spain; but Spain having shortly ceded Louisiana to France, and Napoleon, about to engage in a war with England, knowing that her fleet would quickly sail for New Orleans, offered the whole of Louisiana, reaching from the Gulf to the head of the Mississippi, and west to the Pacific, for \$15,000,000. So Clark's expedition, in which all Kentucky was ready to embark, was rendered unnecessary by Spain's cession to France and France's cession to the United States.

Monuments have been reared in honor of politicians whose lives were frolic and feasting, while those who have risked their lives a hundred times, and worn themselves out by hardships and privations to save their country from ruin, sleep in their graves forgotten and unthanked by those who now slumber upon their downy beds, unstartled by the Indian's war-whoop, the sharp crack of the rifle, and the cry of distress. Then forget not those who saved your fathers from death, and enabled them to transmit to you the blessings you now enjoy.

The writer lived in those days of sadness and sorrow when our fate seemed certain either by the tomahawk or the torturing flames. Isolated families and forts far apart, two hundred miles from any help; in the midst of a vast wilderness, surrounded by cruel savages that lurked upon every path and crouched around the little forts, total destruction to all without concert and foreign aid was certain. True, we had men as willing

and ready as Clark to meet the foe face to face and hand to hand in bloody conflict, a thing of daily occurrence; but we had no men of Clark's strategic and magic powers of combining and controlling masses. When the reader knows that our war with Great Britain commenced in 1776, and that the colonies beyond the mountains being themselves hard pressed, could afford us no aid, he will see us as we were, in a helpless condition, struggling against fearful odds.

"A SHAKESPEARE IN HIS WAY."

The English immediately and wisely seized the Western trading-posts in order to set the Indians upon the frontier settlements of Pennsylvania, Virginia, and Kentucky, and the red men, like the whites, preferring the strong side, listened to the promises of the English to restore to them their homes that Kentuckians had, in violation of the treaty of Fort Stanwix, taken possession of. The Six Nations now determined to join the Southern and Western tribes in the recovery of their common hunting-grounds. Clark, from his unerring knowledge of human nature, kept such spies as Kenton and Ballard on the alert, and finding out that Governor Hamilton, of Fort Vincent, had promised the chiefs that if they would assemble five thousand warriors by the middle of May he would furnish two hundred British soldiers and light artillery to quickly rid Kentucky of every man, woman, and child in it, and to nip this plot in the bud and take them by surprise, Clark (not being able to get sufficient force in Kentucky) made a third trip to Virginia and Pennsylvania, and begged from these colonies (themselves hard pressed) one hundred and seventy-five men, with which he made his winter campaign, wading in mud and ice-water chin deep, and taking Governor Hamilton's stronghold without losing a man. Thus were saved the lives of the parents and grandparents of many now in Louisville, who but for the exertions of General George Rogers Clark, would never have had an existence; and who, in the chase of fortune and the luxuries of life, have no time to visit the grave of one of the greatest military men of this globe; one who accomplished more by his strategy, through a long series of brilliant victories, than Washington did with the aid of a powerful nation or than Jackson did in a single battle behind his breastworks. Clark

was by nature a Shakespeare in his way, and as he was the savior of Kentucky, and aided much in keeping the Indians and British from our mother, Virginia, I say honor to whom honor is due.

General Clark, as is elsewhere related more fully, was the founder of Clarksville, on the Indiana shore, in which his later years were chiefly spent. He died at the residence of his sister and brother-in-law, Mr. and Mrs. Croghan, at Locust Grove, just above Louisville, February 13, 1818, and was buried upon the place. He was never married, but left somewhat numerous relatives in and about Louisville.

CHAPTER V.

THE FALLS, THE CANAL, AND THE BRIDGES.

'La Belle Riviere' - The Falls of the Ohio - Captain Hutchins's Account of Them - Intab's Narrative - Espy's Observations - Utilization of the Water-power - Jared Brooks's Map - Modern Proposals and Movements - Improvement of the Falls - The Ship Canal - Early Plans - The Indiana Schemes - The Kentucky Side again - The Company That Built the Work - The Federal Government Takes a Hand - Completed - Mr. Cassedy's Description - Subsequent History of the Canal - Notices of Judge Hall and Others - Its Transfer to the United States - Enlargement - The Railway Bridges.

"LA BELLE RIVIERE."

The superb Ohio was well called by the French explorers and geographers the Beautiful river. It flows with gentle, majestic current and broad stream, for nearly a thousand miles, through some of the finest river scenery in the world. Its numerous tributaries drain, for hundreds of miles to the north and to the south, one of the grandest, richest, most fertile valleys on the globe. Its value in the development of the Northwest has been incalculable. Fortunate indeed are the cities and towns that are located by its shores; and doubly fortunate is the county of Jefferson, with a frontage of nearly forty miles upon its amber waters. Without the Ohio, Louisville would hardly have been. Never has the sagacious, unconsciously humorous remark been better illustrated, that Providence always causes the large rivers to flow by the large cities.

THE FALLS OF THE OHIO.

Scarcely a break or ripple occurs in the tranquil flow of the great river, until Louisville is reached. Here an outcrop of limestone from the hidden depths—the same foundation which underlies the Falls cities and the surrounding country on both sides of the river—throws itself boldly across the entire stream, producing, not so much a fall as a rapid, descending for about three miles in the central line of the river, before resuming the usual moderate pace and smoothness of the current. Careful observations have been made of the difference in the stand or height of water at the head and that at the foot of the Falls, at different stages of the river, with the following result:

Rise in feet at head of the Falls.	Corresponding rise at foot of the Falls.	Aggregate ascent of the Falls.
0	0	25 1/4
1	1 to 2	24 1/2 to 25 1/4
2	2 1/2 " 3 1/4	23 1/2 " 24 1/2
3	4 " 6	22 1/2 " 23 1/2
4	7 1/4 " 8 1/4	20 1/2 " 22 1/2
5	10 1/2 " 13 1/4	17 " 20
6	13 1/2 " 17 1/4	14 " 17 1/2
7	19 1/4 " 22 1/4	12 " 13
8	24 1/2 " 27 1/4	6 " 9
9	28 1/4 " 29 1/4	4 1/2 " 5
10	30 3/4 " 31 1/4	3 1/2 " 4 1/2
11	32 1/2 " 33 1/4	3 " 3 1/2
12	34 " 34 3/4	2 1/2 " 3 1/4
13	35 1/2 " 36	2 " 3
14 to 20	.....	2 " 3 1/2
21 " 40 1/2	.....	1 1/2 " 2
41*	.....	1 1/2

* Extreme high flood of 1832.

It is thus seen that the greatest fall, as reckoned between the extreme head and extreme foot of the Falls, is twenty-five feet and three inches, and that the fall steadily diminishes as the river rises, until, long before the unwonted height of the flood of 1832 is reached, the ascent, as compared with the ordinary ascent of the river in the same distance, has become no longer an obstruction to navigation.

It is estimated that three hundred mills and factories might be fully supplied with water-power by the Falls.

Some further account of this remarkable physical feature in the stream will be found in the subjoined descriptions.

CAPTAIN HUTCHINS'S NARRATIVE.

Captain Thomas Hutchins, of Her Majesty's Sixtieth Regiment of Foot, afterwards Geographer of the United States, made careful examinations of the valley of the Ohio, and much of the interior country, about the year 1766, and pub-

lished some years afterward, in London, an invaluable though brief Topographical Description of the regions visited. It contains probably the first plan of the Rapids of the Ohio ever made by a competent hand. From this it may be observed that the map shows no vestige of white settlement on either side as yet. This plan was made, the Captain says, "on the spot in the year 1766." In the text of his book he says:

The Rapids, in a dry season, are difficult to descend with loaded boats or barges, without a good Pilot; it would be advisable therefore for the Burgemen, in such season, rather than run any risk in passing them, to unload part of their cargoes, and reshew it when the barges have got through the Rapids. It may, however, be proper to observe that loaded boats in freshes have been easily rowed against the stream (up the Rapids), and that others, by means only of a long pole, have ascended them.

In a dry season the descent of the rapids, in the distance of a mile, is about twelve or fifteen feet, and the passage down would not be difficult except, perhaps, for the following reasons: Two miles above them the River is deep and three-quarters of a mile broad; but the channel is much contracted and does not exceed two hundred and fifty yards in breadth (near three-quarters of the bed of the river, on the southeastern side of it, being filled with a flat Limestone rock, so that in a dry season there is seldom more than six or eight inches' water), it is upon the northern side of the River, and being confined, as above mentioned, the descending waters tumble over the Rapids with a considerable degree of celerity and force. The channel is of different depths, but nowhere, I think, less than five feet. It is clear, and upon each side of it are large broken rocks, a few inches under water.

The rapids are nearly in Latitude 38° 8'; and the only Indian village (in 1766) on the banks of the Ohio river, between there and Fort Pitt was on the northwest side, seventy-five miles below Pittsburgh, called the Mingo town. It contained sixty families.

IMLAY'S ACCOUNT.

Captain Imlay's Topographical Description of the Western Territory of North America, published in various editions about 1793, comprises a brief notice of the Falls and their surroundings, which, as it has some unique remarks in it, seems well worth copying:

The Rapids of the Ohio lie almost seven hundred miles below Pittsburg and about four hundred above its confluence with the Mississippi. They are occasioned by a ledge of rocks which stretch across the bed of the river from one side to the other, in some places projecting so much that they are visible when the water is not high, and in most places when the river is extremely low. The fall is not more than between four and five feet in the distance of a mile; so that boats of any burthen may pass with safety when there is a flood, but boats coming up the river must unload, which in consequence may very easily be removed by cutting a canal from the mouth of Beargrass, the upper side of the Rapids, to below the lower reef of rocks, which is not quite two miles, and the country a gentle declivity the whole way.

The situation of the Rapids is truly delightful. The river is half a mile wide, and the fall of water, which is an eternal cascade, appears as if Nature had designed it to show how magnificent and stupendous are her works. Its breadth contributes to its sublimity, and the continual rumbling noise tends to excite the spirits and gives a cheerfulness even to sluggish minds. The view up the river is terminated at the distance of four leagues, by an island in its centre, which is contrasted with the plain on the opposite shore, that extends a long way into the country, but the eye roving finds no less beautiful and ample subject for admiration in the rising hills of Silver creek, which, stretching obliquely to the northwest, proudly rise higher and higher as they extend, until their summits are in sight. Clarksville on the opposite shore completes the prospect, and from its neighborhood and from the settlements forming upon the fertile land, a few years must afford us a cultivated country to blend appropriate beauty with the charms of the imagination. There lies a small island in the river, about two hundred yards from the eastern shore, between which and the main is a quarry of excellent stone for building, and which in great part is dry the latter part of summer. The banks of the river are never overflown here, they being fifty feet higher than the bed of the river. There is no doubt but it will soon become a flouring town; there are already upwards of two hundred good houses built. This town is called Louisville.

JOSIAH ESBY'S OBSERVATIONS.

A graphic and highly interesting description of the Falls, as seen in 1805 by the intelligent traveler, Josiah Esby, then on his tour through Ohio, Kentucky, and the Indiana Territory, is contained in his book of Memorandums, from which we extract as follows:

2nd October, I took a view of the magnificent Falls of the Ohio. The rapids appear to be about a mile long. On the Indiana side, where the great body of the river runs at low water, I could not discover any perpendicular falls. It was not so in the middle and southeast channels, in both of which the extent of the rapids were in a great degree contracted into two nearly perpendicular shoots of about seven feet each, over rocks on which the water has but little effect. At some anterior period the channel on the northwest side, I am induced to believe, was nearly similar; but the great body of water that has been for ages pouring down has gradually worn away the rocks above, thereby increasing the length of the rapid on that side, and diminishing their perpendicular fall. I have no doubt but that the first break of the water here is now much higher up the river than it was originally.

The beach and whole bed of the river for two or three miles here is one continued body of limestone and petrifications. The minute variety of the latter are equally elegant and astonishing. All kinds of roots, flowers, shells, bones, buffalo horns, buffalo dung, yellow-jacket's nests, etc., are promiscuously seen in every direction on the extensive beach at low water, in perfect form.* I discovered and brought to my lodgings a completely formed petrified wasp's nest with

the young in it, as natural as when alive. The entire comb is preserved.

Nearly every traveler who subsequently visited this region had his observations to make concerning the Falls; but we have presented the main points of interest in the three examples given. Some notes of the writers, however, will be found in the annals of Louisville hereafter. One of them, an English traveler named Asle, actually averred that he could hear the roaring of the Falls when still fifteen miles distant!

THE UTILIZATION

of the splendid water-power which for ages had been expending itself unused at the Falls very soon engaged the attention of the settlers, and was often in discussion. So early as 1806, Mr. Jared Brooks, the same surveyor who made the first authentic and recorded survey of the town-site, went thoroughly over the ground on both sides of the river with his instruments, and over the water with his eye and his calculations, and embodied the results in his published chart, entitled, "A Map of the Rapids of the Ohio river, and of the countries on each side thereof, so far as to include the routes contemplated for Canal navigation. Respectfully inscribed to His Excellency Christopher Greenup, Governor of Kentucky, by his very obedient servant, J. Brooks. Engraved and printed by John Goodman, Frankfort, Kentucky, 1806." Copies of this map have been preserved to recent times, and are much praised by those who have seen them. The Rev. Richard H. Deering, author of a pamphlet printed in 1859, on Louisville Her Commercial, Manufacturing, and Social Advantages, had a copy of it before him, and makes the following intelligent remarks upon it and its plan of securing water-power and a canal:

A section of this map gives an enlarged "plan of the work below L (upper lock), including all the locks and aqueducts for the supply of 'water-works,' and situations marked from 1 to 12 (millsites), which may be extended to any required distance." In the "Notes," the author says:

The rapids are caused by a vast body of rock which crosses the course of the Ohio at this place, and obstructs the current until it swells over its top, and thence searches a passage down an irregular declivity to the lower end of Rock island. The draught of the falls reaches to the line before mentioned, crossing obliquely above the rapids, from whence the velocity of the current increases to the great break of the current at C; from thence to D, the current rates ten miles and 1,000 yards an hour, from D to E, thirteen and a half

*Footnote of editor of Esby's narrative. "It needs but a little imagination on the part of one not versed in paleontology to convert the beautiful corals and other fossils found so abundantly at the falls into the objects named by Mr. Esby."

miles an hour; and, according to the course of the channel, 3,366 yards in ten minutes and a third of a second. It is calculated that the canal will be sufficiently capacious for a ship of four hundred tons. No steam boat has yet been seen on the Ohio. The water will be carried upon the surface above the rapids to the bank of the river below the whole falls, and then disposed of agreeably to the original plan of the work below the latter. I happen to know that any required number of water-works may be erected, and each powered by a perpendicular fall of water equal to the whole fall of the rapids, viz. twenty-four feet. The water-works will stand upon a high and permanent bank, close under which is the main and only channel of that part of the Ohio, which seems to have been carved out of the rock for that purpose. Boats and vessels of any burthen that can descend the river, may lie alongside of the mills and store-houses, and land and unlade with the greatest convenience imaginable. The land in the vicinity of the rapids, on both sides of the river, is generally of the first quality, and is so shaped as to afford beauty with convenience. That part situated within view of the rapids, is beyond description delightful.

This map of the Falls, by far the most accurate and complete we have ever seen, exhibiting every prominent rock, current, and eddy, and the forests on either side of the river as they stood at that early day, shows how feasible the development of the water power of the Falls was then considered.

In the absence of the map in this work, we will explain to the reader that Mr. Brooks's plan for "water-works" consisted of a couple of races taken out, one on either side of the main canal, just above the upper lock, and running parallel with the river bank, upward and downward, from which races short side-cuts were to be made at convenient distances for mills, and the water discharged into the river after it left the wheels. The race was to be extended down the river to any distance that might be required, thus furnishing room and power for an indefinite number of mills.

That this was, and is, all perfectly practicable, no one at all familiar with the subject can doubt; and had it been carried into execution, simultaneously with the canal, Louisville would have been at this day one of the greatest manufacturing cities in this country. A portion of the people of Louisville then opposed the construction of the canal, because it would destroy the business of transporting passengers and freight around the Falls, and a large commission and freight business, by which a vast number of persons were employed. To meet the objections, the friends of the enterprise made the test that the canal, when completed, would make Louis-

ville one of the greatest manufacturing cities in America; thus, besides giving better employment to the persons concerned, it would be the means of drawing infinitely more people and more business to the place than could ever be realized without the canal. It was urged that a city, possessing all other advantages in the highest degree known to any in our country, and adding this unequalled water-power above every other, could not fail to advance to the rank of the most populous and important of Western cities. Nor does it appear that any one looked upon the canal in those days as simply and solely to facilitate navigation. Water power was in the mouths of all its advocates, whether in the halls of legislation, on the stump, or in the street. It was to serve the double purpose of navigation and manufacturing. How strange, then, that we should be told, at this day, that the canal can not spare the necessary water for manufacturing! With the whole Ohio river to feed it, men are afraid a number of mill-wheels will drain it dry! "The canal cannot spare the water without reducing the depth so as to interrupt navigation." Yet not a canal can be found in America, if it has any fall, that is not used for manufacturing—no, not even the least of them, even where the "feeders" are miles distant from the point where the power is required, while on our canal we have an immense volume of water constantly pushing with great power, thus preventing any material decrease in the depth. This objection is simply childish and ridiculous.

Had our fathers been told that but half the original plan would be carried to completion by the year 1859, and that their sons would at this day not only be neglecting this boundless source of wealth and prosperity, but actually arguing themselves into the belief that the thing is impracticable, they would have denounced us as unworthy of our origin.

The thing is and always has been practicable, and of such easy development that we are amazed when we consider it. That a basin commanding the whole power of the Ohio river should stand there within a few yards of the river-bank for a period of twenty-nine years, at an elevation of twenty-four feet above the current passing beneath it, and not be let into a mill-wheel, is strange indeed.

To show more clearly still the feasibility of the

water-power here, we will state that the plan as drawn by Mr. Brooks, and as the canal is now constructed, brings the water on the plane or level of the river above the Falls to the upper lock, which is only a few rods from the river bank below the Falls. The river bank at this point is composed of a very adhesive clay, or chiefly of this material, down to the black Devonian slate, which at this point forms the floor of the canal, and in which the locks are constructed. The land slopes down gradually from the upper lock toward the river, the main and only channel of which at low water is immediately under this bank. The water in the canal has above the upper lock stands at an elevation of twenty-four feet above the level of the water in the river just alluded to. By taking out the two races as drawn by Mr. Brooks, one extending up the river for a distance of half a mile or more, and the other down the river to any distance that may be desirable, water can be drawn from them on to mill-wheels, by means of side-cuts for a vast number of mills. To do this in the cheapest way let the races be extended only as demanded by new mills. A few yards of race and one mill will develop the principle, and this can be done at less cost than would be required to start an ordinary country mill, where a dam had to be constructed. This arrangement, it will be seen, will place the manufacturing establishments two miles distant from the business part of the city. To obviate this difficulty, and also to place the mills entirely beyond the reach of high water, we will suggest another plan, which we long since determined in our own mind was feasible, and in some respects preferable to the one just given.

Just south of the canal, from fifty to one hundred yards, or perhaps more, there is a beautiful elevation forming the terminus toward the river of the vast plain or table land on which the city stands. This elevation or bluff, as it is usually called, forms a most beautiful feature of this unrivaled landscape, and runs parallel with the canal from its head to near its foot, the bluff bending to the south with the river when opposite the locks, and the canal bending a little to the north at that point to enter the river. Immediately on the brow of this bluff runs a fine, wide track, two miles in length and well bouldered, called High street. The travel on it is immense,

it being one of the great thoroughfares between this city and New Albany, on the opposite side of the river, below the Falls. Between the bluff and the canal there is a beautiful valley, which is generally a little lower between the bluff and the canal than where the canal runs through it. Standing on this bluff near the upper end of the canal, and looking down the valley westward, one will almost declare that Nature made the valley for a race to run just at the foot of the bluff parallel with the canal from end to end, to receive the water drawn by hundreds of cross-cuts from the canal after it shall have turned as many wheels, and convey it off into the river at the west end of the valley. This beautiful bluff evidently seems to have been formed for hundreds of manufacturing establishments to stand upon, fronting on one of the prettiest streets in the world, while the elevated plane south gives room for tens of thousands of artisans and laborers to build their homes.

Such a race, it is believed, can be made at a small cost as compared with the present canal. First, because it need not be more than half or one-third as large; and next, because it seems very probable it will miss the rock through which the canal is excavated. Several wells have been sunk on the south side of the canal, which reveal the fact that the rock dips south very suddenly. Du Pont's great artesian well is but a few rods south of it, and there it is seventy-six feet to the rock, which must be many feet below the bottom of the canal. If the race were commenced at the lower end, and a mill constructed there, so as to develop the practicability of the plan, the expense as in the other plan would be but small. Then it could be extended as required until the upper end of the line of mills would be quite in the business part of the city as the business is now located. The whole of the mills would then be on a high and beautiful plane, entirely out of the way of floods, ice, and drift. Thus far Mr. Deering.

Nevertheless, to this day the great power here running to waste, apparently, is but little utilized in the movement of machinery, and steam remains the preferred motor. It is understood that the frequent floods in the river, occasionally very great and troublesome, constitute an important factor in the problem, and that the difficulties they present have not yet been satisfac-

torily overcome. Four plans for utilization of the Falls are still considered, however. They are thus given by Mr. Collins, in his *History of Kentucky*: 1. Enlarge the present Louisville and Portland canal, and increase the height of water therein by building a dam clear across the river; 2. Build a new canal, parallel with the Portland canal, only for the location of factories and mills; 3. Tap the Portland canal east of its lower locks, and build a new canal through Portland—gaining an enormous water-power and very convenient sites for factories and mills; 4. Tap the Portland canal east of its lower locks, and cut a canal across Shippingport.

A determined effort was made at a meeting of citizens held April 26, 1876, to secure measures for utilizing the superb water-power of the Falls. A resolution was unanimously adopted requesting the General Council of the city to procure a report from hydraulic engineers and competent experts on the utilization of the power, and another for the appointment of a committee to ascertain by correspondence with steamboat owners and masters, and others interested in the navigation of the Ohio, whether navigation would be impeded by such use. The services of Mr. John Zellmyer, a civil engineer, were secured, and in due time he made an elaborate report fixing the cost of the necessary machinery, gearing ropes, timber work, masonry, and stations for three thousand feet of transmission, at \$60,000, without definite estimate for head- and tail-races and other improvements. A calculation was made by Mr. Zellmyer upon the basis of the use of steam-power during sixty days of high water, when it would not be practicable to use the water-power, showing that the combined cost of power from steam and water for three hundred and sixty days would be \$46 per horse-power, against \$72 per horse-power for steam alone. Nothing more tangible, however, has yet come of his investigations or the Centennial effort of the citizens.

THE IMPROVEMENT OF THE FALLS,

so as to facilitate their navigation, has also somewhat engaged public attention. When Mr. Caseday wrote his little *History*, about 1852, it was proposed to introduce a system of slackwater navigation by dams and locks; also, to blast out the rocks in and near the channel, so as to turn all the water at low stages of the river into one

channel, which it was calculated would be sufficient for the passage of vessels. Neither project was consummated, however; but, about five years afterwards, during low-water in the season of 1857, the Falls pilots took the matter of improvement of the channel into their own hands, and deepened and widened it in part by their own labors and in part at their own pecuniary expense. It has since, and very lately, been greatly improved, at the expense of the General Government.

The famous improvement at the Falls, however, now, and perhaps for all time to come, is and must be

THE SHIP CANAL.

We have seen that, at a very early period, the attention of dwellers at the Falls was attracted to the necessity of an artificial water-way around this formidable obstruction, and that, so early as 1806, a line had been marked out for it. Even two years before this, in 1804, a company was incorporated to excavate a canal around the Falls; but nothing came of this, except, as before mentioned, some surveys. In 1809 or 1810 a bill was passed by Congress authorizing a subscription from the National Treasury of \$150,000 to the capital stock of the Ohio Canal company, conditioned that the company should previously have a sum funded equal to half the total amount required, complete its arrangements for cutting the canal, and report the situation, with all necessary explanation, to the President of the United States.

On the 20th of December, 1815, a resolution passed the Kentucky Legislature, requesting the co-operation of the several States interested in the proposed improvement. The State was authorized to subscribe for one thousand shares (\$50,000) and to reserve a subscription of one thousand more for future disposition. To the Governor was delegated the right to vote in the meetings of the company, on behalf of the State, according to the amount of the public shares. No part of this subscription was to be paid until three hundred shares were otherwise taken, and in any case only \$10,000 a year was to be paid out on this account, unless by consent of the Assembly. The same Legislature duly incorporated the Ohio Canal company to operate on the south side of the Falls, and about the same time an "Indiana Canal company" was granted

a charter by its own Legislature on the other side. Congress was asked in behalf of one or both these companies, to grant "a preemption of land enabling them to divide their rights into several parts, and that before all the best lands were sold, with the remittance of part, either principal or interest, and on larger than usual credit."

THE INDIANA CANAL.

A ship canal on the north side had been proposed as early as 1805, and it was thought that special advantages in the lie of the land, particularly in the situation and trend of certain ravines, attended this project and promised it certain success. General B. Hovey wrote to the company about this time:

When I first viewed the Rapids of the Ohio, it was my object to have opened a canal on the side of Louisville, but on examination I discovered such advantages on the opposite side that I at once decided in favor of it.

He rested his judgment decisively upon the two deep ravines, "one above the Rapids, and the other below the steepest fall."

The Legislature incorporated his company on the most liberal scale, and the subscription books filled rapidly. About \$120,000 were actually subscribed, the names of some of the first men in the country appearing on the books. Josiah Espy, from whose "Memorandums" we have already quoted, writing here in 1805, expressed his confidence of the success of the enterprise, and said:

If these expectations should be realized, there remains but little doubt the Falls of the Ohio will become the centre of the wealth of the Western World.

And yet the scheme came to utter and absolute failure.

In 1819, when the founders of Jeffersonville, largely Cincinnati men, were actively engaged in pushing their projects, this particular scheme was revived with a great deal of energy, and a beginning of work made upon it. The maps of the town-site, made at this period, have the line of the intended canal distinctly marked upon them, and traces of the work actually done upon it yet remain in certain spots. The canal here was to begin a few rods east of the original plat of Jeffersonville, at the mouth of the ravine, thence run by the shortest route through the back lots of the town, and terminate at the eddy at the foot of the Rapids by Clarksville. It was to be two and

one-half miles long, with a width at the top of one hundred feet and at the bottom of fifty, and an average depth of forty-five feet. Except about one-fourth of it in the upper end, rock to the depth of ten or twelve feet would have to be blasted out. The twenty-three feet fall given by it, it was expected, would furnish excellent mill-seats and power to drive machinery for very extensive manufacturing establishments.

For the building of this the Jeffersonville Ohio Canal company was incorporated by the Indiana Legislature in January, 1818, with a capital of \$1,000,000, and permission to raise \$100,000 by a lottery. The charter was to run until 1899, but the canal, in order to the continued life of the company, must be completed by the end of the year 1824.

By May, 1819, the line had been surveyed and located, some contracts had been let, and excavating commenced. A writer soon after this said the work "continues to be prosecuted with spirit, and the faint prospect of success." There was prospect enough, though, to prompt Dr. McMurtrie, writing the same year, to devote a number of the most vigorous pages of his *Sketches of Louisville* to writing down the scheme and putting it in the very worst light. As all the world now knows, money in sufficiency could not be raised for it, even under the inducements of a lottery, and the project presently fell at once and forever.

THE KENTUCKY SIDE AGAIN.

Meanwhile the friends of the Louisville plan were not idle. In 1816 Mr. L. Baldwin, a Government engineer, was sent out by the Federal authorities to make surveys and borings along the Kentucky shore near the Falls, and report as to the practicability of a ship-canal on that line. He made his investigations with due care, and concluded that, by digging about twenty feet below the surface (three and one-half through limestone rock), a sufficient canal for the passage of a four-hundred-ton vessel might be had. January 30, 1818, another company was chartered to excavate the canal; and still nothing of account was done. Finally, seven years afterward, the coming men appeared, and the unmistakably hopeful beginning was made.

THE COMPANY THAT BUILT IT.

The construction of the canal around the

Falls of the Ohio, on the Kentucky side, was authorized, and a company for that purpose incorporated, by act of the General Assembly of the State, approved January 12, 1825. The company chartered was composed mainly of gentlemen residing in Philadelphia, and possessed of the requisite means, intelligence, and energy for the prosecution of such an enterprise. The names prominently associated with it in its early day were James McGilly Cuddy, president; Simeon S. Goodwin, secretary; James Ronaldson, John C. Buckland, William Fitch, and Mr. Goodwin, directors. Thomas Hulme was also a prominent member. The charter fixed the amount of the capital stock at \$600,000, to be held in shares of \$100 each, and prescribed the time of completion of the canal as not to exceed three years—a time which was subsequently, by a legislative act December 20, 1825, extended to three years from that date, and further extensions were subsequently granted by acts of February 6th and December 11, 1828.

Contracts were let in December, 1825, or January, of the next year, for the construction of the canal by October, 1827, for the total sum of \$370,000. The work was begun in March, 1826, but dragged along till the last of 1828 without completion, when the contractors failed, and new contracts had to be made at higher rates. The work of excavating the canal was begun as soon as practicable, but, as a part of it had to be cut through solid rock, its progress was at times necessarily slow.

UNCLE SAMUEL INVESTS.

Almost upon the inception of the work, the Federal Government became a shareholder in the enterprise. By an act of Congress, approved May 13, 1826, the Secretary of the Treasury was authorized to subscribe one thousand shares to the capital stock of the company, and by another act, of date March 2, 1829, a further subscription was authorized, not to exceed 1,350 shares. Under these acts the officers of the United States subscribed or bought for the Government, 2,335 shares at the full par value of \$100 per share, and subsequently, by the conversion of interest and tolls into stock, it became the owner of 567 additional shares, making 2,902 in all, or 552 more than it was authorized to acquire by direct subscription. Down to 1842, it may here be re-

marked, the General Government received, as earnings of their stock, in cash dividends, the total sum of \$257,778—\$24,278 more than its entire stock had cost in actual money payments—a vastly better return than is usual in the investments of public authorities. The company's capital stock was increased by the State Legislature, by act of December 12, 1829, to \$700,000; and by an act approved just two years from that date, it was raised to whatever amount might be necessary for the payment of all costs and expenses of constructing the canal, and interest to the time it was opened for navigation. By this time (December 12, 1831), and, indeed, before the passage of the former act, the work has been so far completed that a steamer had passed its channel and locks. This vessel was the *Vesta*, (some say the *Uncas*), said to have been the first in the long line of steamboats constructed since the year 1816 at Cincinnati. It made its transit through the canal December 21, 1829.

The great work had been sufficiently completed for this purpose within little more than three years. Nothing was done upon it in 1825; but the next year \$66,223.56 were expended upon the requisitions of the contractors, and \$10,946.24 for the land required for the canal. In 1827, the expenditures upon the contract were \$111,430.51; in 1828, \$194,280; 1829, \$151,796.03; in 1830, on the order of the engineer in charge, for labor and materials, \$168,302.05; and in 1831, for completion of contracts and additional work, \$3,444.90, besides \$4,960 for expenses of repairs and alterations. For some time the work was in the hands of but a single contractor, without competition; but so small an amount of labor was done during the year (1829) that the work was next divided into several convenient sections, each of which was let only to contractors who could give it their personal supervision, and so the construction proceeded more rapidly. By the middle of March, 1830, as many as seven companies of contractors were thus engaged at prices somewhat lower than those which prevailed the previous year. On the first of December, says the official report for the year, "the water, which had been rising for several days, had attained to near the top of the temporary dam at the head of the canal, and the whole line of canal, from the basin to the grand lock, being completely excavated and cleared

out, it was deemed advisable to remove the dam and fill the canal, which was done on that day." There were then seven feet of water in it, from the basin to the head of the lock, being four feet more than there were upon the Falls.

It was now announced that the canal was completed, and opened for navigation. Mr. Casse-day, in his History of Louisville, gives the following description of it:

When completed, it cost about \$150,000. It is about two miles in length and is intended to overcome a fall of twenty-four feet, occasioned by an irregular ledge of limestone and rock, through which the entire bed of the canal is excavated a part to the depth of 12 feet, overlaid with earth. There is one guard and three lift locks contained, all of which have their foundation on the rock. One bridge of stone 240 feet long, with an elevation of 68 feet to the top of the parapet wall, and three arches, the center one of which is semi-elliptical, with a transverse diameter of 65, and a semi-circular gate diameter of 22 feet. The two arches are segments of 40 feet span. The guard lock is 100 feet long in the clear, with semi-circular heads of 26 feet in diameter, 30 feet wide, and 42 feet high, and contains 21,775 perches of mason work. The solid contents of this lock are equal to 15 common locks, such as are built on the Ohio and New York canals. The lift locks are of the same width with the guard lock, 20 feet high and 183 feet long in the clear, and contain 12,300 perches of mason work. The entire length of the works from the head of the guard lock to the end of the outlet lock is 921 feet. In addition to the amount of mason work above, there are three culverts to drain off the water from the adjacent lands, the mason work of which, when added to the locks and bridge, gives the whole amount of mason work 41,989 perches, equal to about 30 common canal locks. The cross section of the canal is 200 feet at top of banks, 30 feet at bottom, and 42 feet high, having a capacity equal to that of 25 common canals; and if we keep in view the unequal quantity of mason work, compared to the length of the canal, the great difficulties of excavating earth and rock from so great a depth and width, together with the contingencies attending its construction from the fluctuations of the Ohio river, it may not be considered as extravagant in drawing the comparison between the work in this, and in that of 70 or 75 miles of common canalizing.

In the upper sections of the canal, the alluvial earth to the average depth of 20 feet being removed, trunks of trees were found, more or less decayed, and several skeletons to indicate a powerful current towards the present shore, some of which were cedar, which is not now found in this region. Several fire-places of a rude construction, with partially burnt wood, were discovered near the rock, as well as the bones of a variety of small animals, and several human skeletons; rude implements formed of bone and stone were also frequently seen, as also several well-wrought specimens of hematite of iron, in the shape of plummet or sinkers, displaying a knowledge in the arts far in advance of the present race of Indians.

The first stratum of rock was light, friable slate in close contact with the limestone, and distinct to a large extent from it, this slate did not, however, extend over the whole surface of the rock, and was of various thicknesses from three inches to four feet.

The stratum next to the slate was a close compact lime-

stone, in which petrified sea shells and an infinite variety of coralline formations were embedded, and frequent cavities of crystalline encrustations were seen, many of which still contained petroleum of a highly fetid smell, which gives the name to this description of limestone. This description of rock is on an average of five feet, covering a substratum of a species of clay limestone of a bluish color, embedding nodules of hornstone and organic remains. The fracture of this stone has in all instances been found to be irregularly conchoidal, and on exposure to the atmosphere and subjection to fire it crumbled to pieces. When burnt and ground, and mixed with a due proportion of silicious sand, it has been found to make a most superior kind of hydraulic cement or water-lime.

The discovery of this valuable limestone has enabled the canal company to construct their masonry more solidly than any other known in the United States.

A manufactory of this hydraulic cement or water-lime is now established on the bank of the canal, on a scale capable of supplying the United States with this much valued material for all works in contact with water or exposed to moisture; the nature of this cement being to harden in the water, the ground used on the locks of the canal is already harder than the stone used in their construction.

After passing through the stratum which was commonly called the water-lime, about ten feet in thickness, the workmen came to a more compact mass of primitive grey limestone, which however was not penetrated to any great depth. In many parts of the excavation, masses of bluish white flint and hornstone were found enclosed in or encrusting the fetid limestone. And from the large quantities of arrow-heads and other rude formations of this flint-stone, it is evident that it was made much use of by the Indians in forming their weapons of war and hunting, in one place a magazine of iron, but it was discovered, containing many hundreds of those rude implements, carefully packed together, and buried below the surface of the ground.

The existence of iron ore in considerable quantities was exhibited in the progress of excavation of the canal by numerous highly charged chalybeate springs, that gushed out and continued to flow during the time that the rock was exposed, chiefly in the upper strata of limestone.* The canal when built was intended for the largest class of boats, but the facilities for navigation have so far improved and the size of vessels in regard so far beyond the expectations of the projectors of this enterprise that it is now found much too small to answer the demands of navigation. The consequence is that the canal is looked upon as, equally with the Falls, a barrier to navigation. The larger lower-river boats refuse to sign bills of lading compelling them to deliver their goods above the Falls, and as this class of boats is increasing, it promises soon to be as difficult to pass this point as before this immense work was completed. As previous to the undertaking of this canal, so there are now numerous plans proposed for overcoming the impediment; and these do not differ materially from those suggested and noticed in 1804. The only ground upon which all parties agree is, that whatever is done should be effected by the General Government, and not left to be completed by individual enterprise.

The Government, as has before been said, owns a very large part of the stock in this canal, say three-fifths, and it is strongly urged by a part of the community that nothing would be so profitable to the Western navigation, than that a movement should be made by the United States, making it free.

*This is taken from Mr. Mann Butler's account of the canal.

The question of internal improvement is not within the province of this history to discuss; but certainly, a dead ear should not be turned by the General Government to the repeated voice of so many of its children, all alike demanding to be relieved from their embarrassments, and their more particularly so, as it has already heard and answered the supplications of a part of its numerous family. Any semblance of favoritism in a government is a sure means of alienating the trust and affection of a part of its dependents. Whatever means may be most advisable to effect the removal of the impediments to navigation here should at once be adopted. And if the opening of the canal freely to all could tend to effect this object, the Government has already had from its revenue sufficient to warrant it in taking off the tax from navigation.

During the first year of operation, much difficulty was experienced from the accumulation of mud in and in front of the lower lock, brought in by repeated freshets; from the falling into the canal of some of the piles of stone from the excavation which had been allowed temporary place upon the berme bank of the canal; and the large quantities of drift-wood which at one time blocked up the entrance. Relief from all these hindrances was eventually had; but large loss was suffered by reason of them. During the entire thirteen months from the opening of the canal December 1, 1830, to the close of 1831, there were but one hundred and four days during which vessels drawing more than four feet of water could pass into or out of the lower lock; and it was estimated that but for the obstruction caused by mud here, three times as many boats would have passed the canal. There were but one hundred and eighty-three days, indeed, when any boats, however light their draft, could pass it. The entire transit of the year, however, amounted to eight hundred and twenty-seven vessels, with an aggregate tonnage of seventy six thousand three hundred and twenty-three tons. It is interesting to note, by the aid of this report, the relative proportions of the several river-craft upon this part of the Ohio half a century ago. These eight hundred and twenty-seven boats included less than half that number of steamers (four hundred and six), with three hundred and fifty-seven flat-boats, forty-eight keel-boats, sixteen rafts. The broadhorn age on the Western waters had yet by no means passed away.

In the winter of 1831-32, and the spring of 1832, the river was closed by ice for an unusual length of time, and its break-up was followed by great floods, which swept over the banks of the canal and brought into it immense quantities of mud, drift-wood, and even houses carried off by

the raging waters. After the flood had subsided, the water was shut off from the whole length of the canal, and it was thoroughly cleared and repaired, and much new machinery added. The upper and northern embankment was extended in the form of a heavy wall, to facilitate the passage of boats and form a barrier to the entrance of drift-wood. The receipts from tolls for the year were only \$25,756.12, and it became necessary to raise over two thirds as much more to meet the large expenditure.

In 1833 a draw-bridge was constructed over the guard-lock, to connect the villages of Portland and Shippingport. A dredging machine was also built, and used effectually in clearing the mud collected at both ends of the canal. On the 23d of January, of this year, an attempt was made by enemies of the improvement to disable it by blowing up the locks with gunpowder. The blast did not take effect, probably on account of a heavy rain then falling; but still considerable injury was done, and it was thought necessary to institute a nightly watch upon the canal, and furnish its line with lamps. Preparations were also made by the perpetrators of the former outrage to blow up the stone bridge, and boats loaded with coal were actually sunk purposely at the mouth of the canal; but all to no use, so far as any permanent obstruction was concerned. The Legislature promptly passed an act making such deeds felony.

In 1836 the great expenses of the canal, in making repairs and removing obstructions, made necessary the raising of tolls to sixty cents per ton for steamers, and three cents per square foot of area for keel and flat-boats. The tolls before that had been forty and two cents, respectively. The next year the total reached the high figure of \$145,424.69, which was \$57,081.46 more than the year before. In 1838 the tolls were \$180,364.01, the largest in the history of the canal; and dividends amounting to seventeen per cent. were declared.

The following description of the work is given in the Louisville Directory for 1838-39:

The first public work worthy of regard for its architecture, is the Louisville and Portland canal. A beautiful bridge of stone is thrown over it, about midway with one principal and two smaller arches; the former semicircular and sixty feet space and sixty-eight feet to the top of the principal wall, the side-arches and segments of forty feet space. There is one guard and three lift-locks, the former one hundred and ninety feet long, in the clear, with semicircular heads of

twenty-six feet diameter, fifty feet wide, and forty-two feet high, containing 24,775 perches of stone work. The lifts-locks are of the same width with the locks, twenty feet high, and one hundred and eighty-three feet long in the clear, and contain 12,300 perches of masonry. The entire length of the wall is one hundred and twenty-one feet. There are also three culverts, making the whole masonry of the canal 112,300 perches.

In 1839-40 enough additional shares were sold to raise the capital stock to \$1,000,000, to which amount it was resolved to limit the stock. In February, 1842, an act was passed by the General Assembly authorizing the stockholders to appropriate the net income of the company to the purchase of shares held by individuals, to the intent that, when the said shares should all be bought up, the canal might be made free of tolls, under the direction and supervision of the United States, which would then be the sole remaining stockholder; or, if the trust were declined by the General Government, that it might be offered the city of Louisville or the State of Kentucky. The maximum price to be paid per share was fixed by this act at \$150, which indicates a large appreciation of the stock since the original subscriptions were made.

The provisions of the act were formally accepted by the stockholders, nearly all of whom agreed to sell at the maximum price. Four hundred and seventy-one shares were bought next year, and five hundred and fifty-four shares in 1844. A brief enactment was passed by the Assembly this year, to settle a mooted question of jurisdiction, in case the Federal Government should become sole owner of the canal. It was provided that then the jurisdiction of Kentucky should be wholly relinquished to the United States, and that the annual reports to the General Assembly, required by the charter, need not be made by the United States. A greater amount of tonnage passed the canal this year than during any previous year; but the tolls had been reduced to fifty cents a ton, and the total receipts were not so greatly increased. During 1846, the Mexican war then prevailing, the steamers exclusively employed by the General Government were permitted to pass the canal free of tolls, on account of the large interest the Government had acquired in the canal. Of ten thousand shares in its capital stock, all but 3,982 were virtually the property of the United States. The State of Kentucky, however, had begun to tax the property and franchises of

the canal, and \$3,490 had to be paid this year on tax account.

By January 31, 1847, the total number of 19,875 steamers had passed the canal, and 5,772 flat- and keel boats, the whole having a tonnage of 3,698,266. The tolls collected amounted to \$1,795,608.90.

Judge James Hall, of Cincinnati, who published in 1848 an interesting work on *The West: Its Commerce and Navigation*, includes some severe remarks concerning this great work. He says in his chapter VI.:

This work, which was intended as a facility to our commerce and a benefit to the whole people of the West, has signally failed in accomplishing the purpose for which it was constructed; and as the Government of the United States, with the beneficent view of patronizing a work of public utility, became a partner in the canal, it cannot be thought invidious to call the attention of Congress to its deficiencies. The objections to this work are:

"1. The contracted size of the locks, which do not admit the passage of the largest class of boats.

"2. The inefficiency of the construction of the canal, which being deficient in width and depth, causes great delay, and often serious injury, to passing boats.

"3. The enormous and unreasonable tax levied in tolls."

Each of these objections he proceeds to discuss at some length, and not without reason and force, although with evident prejudices against the canal.

The last purchases of stock (except a nominal amount of one share for each of five stockholders, retained at the request of the Secretary of the Treasury, that they might continue the management of the canal, pending the passage of an act of Congress to accept the work) were made in January, 1854, and January, 1855. The price of shares had now greatly increased, and the six hundred and ten bought in 1854 cost \$249 each; for those bought the next year (one hundred and ninety-five) \$257 per share were paid.

During the year 1854 the Portland dry dock and basin were purchased for the uses of the canal, at the price of \$50,000. It was estimated that the use of the dock basin added at least \$8,000 a year to the tolls, while the dock was greatly needed to repair the craft used in the regular operations of the canal. February 1, 1855, the tolls were reduced by fully one-half—from fifty to twenty-five cents per ton. Extensive improvements were made this year, costing \$24,203.67, and the next, to the amount of \$99,253.42. During the latter year, Congress having so far declined to accept the work, under the condition of the act, that it should be enlarged

"so as fully to answer the purpose of its establishment," the company, under the advice of the Secretary of the Treasury, determined to have surveys made for the location of a branch canal, with locks capacious enough to pass the largest vessels on the river, and to purchase the necessary land for its site. Surveys and drawings were accordingly made in 1857, which were approved at the Treasury Department, and on the 19th of December the Assembly authorized the company "to construct with the revenues and on the credit of the corporation, a branch canal sufficient to pass the largest class of steam vessels navigating the Ohio river." The next year, a change having occurred in the Secretaryship of the Treasury, the Hon. Howell Cobb, now Secretary, directed the total stopping of the work, until the pleasure of Congress should be further known. The company obeyed, although protesting against the jurisdiction of the Department to this extent, since, under the act of February, 1842, the United States had as yet absolute control over only its original block of 2,902 shares in the capital stock.

In 1859 large meetings of persons interested in the enlargement of the canal were held in Louisville, Cincinnati, Madison, and in other cities, and the importance of the measure was earnestly pressed upon Congress. That body duly authorized the enlargement and branch canal by resolution in May, 1860, with provisos that the United States should not be in any way liable for its cost, and that, when the enlargement was completed and paid for, no more tolls should be collected than would pay for its repair, superintendence, and management. In effect, Congress thus ceded the stock owned by the United States to the purposes of the trust declared by the Kentucky statute of 1842. Contracts were promptly let to Messrs. Benton Robinson & DeWolf—at first for the construction of the branch canal, and then for the enlargement of the branch canal, and the work rapidly proceeded. In 1861 the sum of \$357,763.30 was paid on account of canal improvement, about equally in cash and mortgage bonds, and \$359,067.50 the next year, mostly in bonds. Receipts of tolls fell off enormously, in consequence of the civil war; the rate was raised in 1862 to thirty-seven and a half cents per ton, and in March, 1863, to the old rate of fifty cents.

The canal improvement this year cost \$274,551.02; the next year (1864), \$290,297.63; the next, \$143,284.84; and the next, on final settlement with the contractors, who had been compelled to surrender their contracts (and the company's over-work included), \$256,353.54. The means applicable to the work, after the expenditure of these large sums, were now exhausted, and it was estimated that, under the greatly increased cost of labor and material induced by the war, \$1,000,000 more would be necessary to finish it. (The original estimate, before the war, for the cost of the work was \$1,800,000.) A mortgage was made in 1860 upon the canal and its revenues, to Isaac Caldwell, of Louisville, and Dean Richmond, of Buffalo, to secure the payment of the sixteen thousand bonds issued, of the denomination of \$1,000 each.

During 1864 the tow-boat Thomas Walker was built by the company, at a cost of \$15,000, and was found exceedingly useful in the operations of the canal, as well as giving a handsome revenue from towing for others. The next year a dredge-boat was bought of the United States for \$1,750. The taxes paid this year were very large—\$7,676 to the United States, and \$4,022 to the State, or \$11,698 in all. In 1866 \$10,430 were paid on this account.

THE UNITED STATES IN CHARGE.

Finally, by resolutions of the Kentucky Legislature passed in the Senate March 27, 1872, in the House March 29th, approved by the Governor the same day, the control of the canal was definitely surrendered by this Commonwealth to the General Government, upon the conditions precedent set forth in the resolutions, which were accepted by the United States. The text of this important measure should be here recorded in full:

WHEREAS, All the stock in the Louisville & Portland canal belongs to the United States Government, except five shares owned by the Directors of the Louisville & Portland Canal Company, and said Directors, under the authority of the Legislature of Kentucky and the United States, executed a mortgage to Isaac Caldwell and Dean Richmond to secure bonds named in said mortgage, some of which are out and unpaid, and said Canal Company may owe other debts, and whereas, it is right and proper that the Government of the United States should assume the control and management of said canal; therefore, be it

Resolved by the General Assembly of the Commonwealth of Kentucky, That the President and Directors of the Louisville & Portland Canal Company are hereby authorized and directed to surrender the said canal, and all the property connect-

ed therewith to the Government of the United States, upon the following terms and conditions:

1. That the Government of the United States shall not levy tolls on said canal, except such as shall be necessary to keep the same in repair, pay all necessary superintendence, custody, and expenses, and make all necessary improvements.

2. That the city of Louisville shall have the right to throw bridges over the canal at such points as said city may deem proper. *Provided, always,* that said bridges shall be so located as not to interfere with the use of the canal, and so constructed as not to interfere with its navigation.

3. That the title and possession of the United States of the said canal shall not interfere with the right of the State to serve criminal and civil processes, or with the State's general power over the territory covered by the canal and its appendages.

4. *And further,* That the city of Louisville shall at all times have the right of drainage into said canal, provided that the connections between the drains and the canal shall be made upon the plan to keep out mud and garbage.

5. That the use of the water-power of the canal shall be guaranteed forever to the actual owners of the property contiguous to said canal, its branches and dams, subject to such restrictions and regulations as may be made by the Secretary of the Department of the United States Government which may have charge of said canal.

6. That the Government of the United States, before such surrender, discharge all the debts due by said canal company and purchase the stock of said directors.

The total amount of tolls received on the canal year by year, since 1831, when tolls first figured in the annual reports of the company, to 1871, are as follows:

1831.....	\$ 12,750 77	1852.....	\$153,758.12
1832.....	25,750.12	1853.....	178,869.39
1833.....	60,749.92	1854=5 (13 mo.)..	149,649.43
1834.....	61,848.17	1855 (11 monthsl..	94,350.10
1835.....	80,195.24	1856.....	75,791.85
1836.....	88,343.23	1857.....	110,015.38
1837.....	145,424.69	1858.....	75,479.21
1838.....	121,107.16	1859.....	90,505.63
1839.....	180,364.01	1860.....	131,517.15
1840.....	134,694.55	1861.....	42,550.02
1841.....	113,941.59	1862.....	69,930.90
1842.....	95,005.10	1863.....	154,937.02
1843.....	107,274.65	1864.....	164,476.26
1844.....	140,389.97	1865.....	175,515.49
1845.....	138,291.17	1866.....	180,625.40
1846.....	140,401.84	1867.....	114,591.35
1847.....	139,000.72	1868.....	155,425.88
1848.....	153,007.45	1869.....	167,171.60
1849.....	129,053.40	1870.....	139,175.00
1850.....	115,707.88	1871.....	150,835.90
1851.....	167,066.49		

Since the enlargement of the canal and its transfer to the Federal Government, the heavy tolls before exacted have been abolished and the work is now practically free to the commerce of any and every State.

THE ENLARGEMENT

so long desired was made in 1870-71, and the

new locks were opened November 20, 1871, for the passage of boats. Mr. Collins says: "In widening it to 90 feet 40,000 cubic yards of earth were taken out, and 90,000 of solid limestone—the ledge 11 to 12 feet thick; 11,000 cubic yards of dry wall masonry were built. Instead of a fall of 16 feet in $1\frac{1}{4}$ miles, will be a fall of 26 feet in nearly two miles—a lengthening the distance the water will have to flow between the head and foot of the fall, in order to lessen the force of the current."

Work upon the improvement continued during the succeeding years, and by the close of 1881 the total enlargement was \$1,451,439.40, and it was estimated that \$50,000 more could be profitably expended upon it during the next six months. By means of the improvement boats so large as three hundred and thirty-five feet long and eighty-five feet wide can easily pass the canal. The total passing of the year 1881 was 4,196 vessels, with a registered tonnage of 1,424,838 tons, while 1,723 boats with 517,361 tons passed down the Falls. The canal was open 280 days this year, being closed by high water 41 days and by ice 25. Below the canal an important improvement was made this year, in the extension of Portland dyke 2,300 feet, with 700 to be constructed in 1882, which would render the bar near it navigable in all stages of water.

THE RAILWAY BRIDGE.

The project of a bridge across the Falls of the Ohio naturally occupied the attention of intelligent people at the Falls cities for many years. To it the late Hon. James Guthrie and other leading capitalists and public-spirited men gave some of their best energies. Among other efforts to awaken public attention to the importance of the enterprise, an able article in the Daily Courier of March 4, 1854, is especially remembered. On the 10th of March, 1856, the Legislature of Kentucky granted a charter to Thomas W. Gibson, L. A. Whiteley, Joshua F. Bullitt, Joseph Davis Smith, and David T. Monarrat, as corporators of the Louisville Bridge company. Nothing to speak of was done under it, however, except to keep the project more conspicuously before the public. At length, on the 19th of February, 1862, another act was passed by the General Assembly, "to incorporate the Louisville Bridge company," which revived and

confirmed the charter of 1856, to James Guthrie, D. Ricketts, G. H. Ellery, and their associates, as successors to the persons named in the former charter, and vested with all its powers and rights. January 17, 1865, an act of Congress was approved, supplemental to an act to establish post-roads (under which the bridges at Steubenville, Bellaire, and Parkersburg were built), and authorizing the Louisville & Nashville and Jeffersonville railroad companies, which had become stockholders in the company, to construct a railway bridge across the Ohio at the head of the Falls, at a height not less than fifty-five feet above low water mark, and with three draws sufficient to pass the largest boats navigating the Ohio river—one over the Indiana chute, one over the middle chute, and one over the canal; with spans not less than two hundred and forty feet, except over the said chutes and canal, and with draws of one hundred and fifty feet wide on each side of the pivot pier over the Indiana and middle chutes, and ninety feet wide over the canal; the bridge and draws to be so constructed as not to interrupt the navigation of the river. Such bridge was declared, when built, to be a lawful structure, and to be recognized and known as a post-route.

In a hundred days from the passage of this act the war was over, and the way for the great work was clearer. Many months more were necessarily passed in settling the legal questions arising under the act of Congress, and in making the indispensable arrangements for money and labor; but in the fullness of time all was ready, and the contracts were let. The materials for the first span were to be delivered by June 1, 1868, and for the others as fast as would be required by the completion of the masonry. The erection of the superstructure was begun in May, 1868; and the work went forward with reasonable rapidity. There were occasional unfortunate accidents in its progress, some of them involving loss of life; but none seriously delaying the work except extraordinary freshets in September and October, 1868, and an accident on the 7th of December, 1869, when a steamboat with a tow of barges, passing the Falls during a heavy freshet, knocked out and destroyed the false work erected for the last span—that next the Indiana chute. But for this disaster the bridge would have been completed the same month.

With tremendous energy and very large expense, however, the material was replaced and the span put in; the first connection of superstructure between the two shores was made February 1, 1870; the railway track was promptly laid, and the first train passed over on the 12th of that month; and the bridge was thrown open to the public on the 24th. The foot walks on the east side of the bridge were not ready for use until the 13th of the next November. The bridge had cost, to the close of 1870, \$2,003,696.27, including \$114,562 interest on the capital stock, and all other expenses. The construction account alone was \$1,641,618.70, reaching not greatly beyond the estimate of the chief engineer January 1, 1868, which was \$1,500,000. The partial year of operation in 1870 yielded the company a gross income of \$121,267.55—\$84,605.98 tolls from railway freights, \$35,515.97 from railway passengers, and \$1,145.60 tolls on the foot-walks. The operating expenses were \$91,023.77.

Mr. Albert Fink was the chief engineer for the construction of this mighty work, his connection with it ceasing March 1, 1870. His principal assistant was Mr. F. W. Vaughn, and Edwin Thacher was assistant in charge of the instrumental work. Patrick Flannery and M. J. O'Connor had the masonry in charge, and Henry Bolla the iron superstructure. The contractors for this were the Louisville Bridge and Iron company, Mr. E. Benjamin superintendent.

The bridge is used by the Ohio & Mississippi, the Louisville, New Albany & Chicago, and the Jeffersonville, Madison & Indianapolis railroads. The Pennsylvania company, controlling the last-named, which built the embankment at the east end of the bridge, thus controls the Indiana approach.

The following description of the bridge is extracted from a report made to the chief of engineers of the United States army in 1871 by Generals G. K. Warren and G. Weitzel and Colonel Merrill, a Board detailed to examine and report upon the work:

This bridge, sometimes known as the Ohio Falls bridge, is a railroad and foot bridge, and it crosses the Ohio river at the head of the Falls, extending from a point just below the city of Jeffersonville, in Indiana, to the foot of Fourteenth street in the city of Louisville. It belongs to a special bridge construction, and serves to connect the Indiana railway system with the route on the south of the Ohio that centre at Louisville.

The bridge, as built, belongs to the class of "high" bridges,

as distinguished from bridges with draws and an elevation of but seventy feet.

It has a single railroad track, and two sidewalks, each 6 2 feet wide, and its total length between abutments is 5,218 7/8 feet. The spans commencing at the abutment on the Indiana or north shore are as follows: 66, 149 0, 180, 180, 160, 304 (Indiana Chute), 245 1/2, 245 1/2, 245 1/2, 245 1/2, 245 1/2, 245 1/2, 370 (Middle Chute), 227, 227, 210, 210, 180, 180, 160 5/8, 149 5/8, 146 5/8, 149 5/8, 132, 132 (draw over canal), 50, 50. These dimensions are from center to center of piers, and they are greater by the half-widths of two piers than the clear waterway. The trusses themselves are of the two styles patented by Mr. Albert Fink, the chief engineer of the bridge. The two channel-spaces are spanned by Fink truss girder trusses, and all the others except the draw by Fink trussed girders. The draw-bridge is what is generally known as a Warren girder, differing only from the triangular in that the latter has certain additional members that are necessary to adapt it to long spans. The former are "through," or "over-grade" bridges, and the latter "deck," or "under-grade." The clear waterway at the Indiana chute, measured on the low water line, is 380 feet, and at the Middle chute 352 1/4 feet. The roadway bearers of the channel-spans are suspended below the bottom chords, and consequently the height under the bridge available for steamboats must be measured to these members. The line of the roadway bearers of the Indiana channel-span is 50 1/2 feet above low water, and 45 1/2 feet above highest water, the maximum oscillation being 5 1/2 feet. At the middle channel-space the river is dry at low water, and the available space above the river bed is 50 feet. These two channel-spans are on the same level, but at the Indiana channel the break in the rocky ledge is 1,000 feet above, while in the middle channel it is 6,000 feet below. The line of the crest of the Falls is exceedingly irregular, crossing the line of the bridge between the two channel-spans nearly at right angles.

The tops of the channel piers and of all piers between them are 97 1/4 feet above low water of the Indiana chute. The others are lower, conforming to the grades of the bridge.

The foundations of all the piers of this bridge were laid on the solid rock, and therefore there is no need of any rip-rap protection around them.

The right pier of the Indiana channel-space is 64 feet 6 inches by 17 feet 10 1/2 inches at bottom; thence it is carried up vertically, with 10 1/2 inches of offsets, to 10 feet above low water. Above this the sides have the uniform batter up to the coping of 7-16 of an inch per foot. The left pier is 65 feet 6 inches by 18 feet 8 inches at bottom, and is carried up vertically with 1 foot 6 1/4 inches of offsets to 18 feet above low water. Above this the sides have the usual batter. The up and down-stream ends of the piers are built alike, with starlings formed by the intersections of arcs of circles with radii of 12 1/2 feet. They are capped by hoods at high-water mark, and above this are finished with semicircular sections. These piers on top (without coping), measure 23 by 10. The piers of the middle channel are 64 by 17 1/4 feet at bottom, and 33 by 10 feet on top, with starlings and hoods like the other channel piers. The other piers are similarly constructed, excepting that above the lower starlings and hoods they have another starling and hood, which makes a shorter length of pier on top. The top dimensions of pier No. 7 (without coping) are 21 by 7, the dimensions at bottom being 45 5/8 feet by 14 1/2.

The grades and curvatures on this bridge and its ap-

proaches are as follows, commencing at the face of the abutment on the Indiana or northern shore:

Distance.	Grade.	Curvature.	Remarks.
258 1	28.6	Tangent.	Indiana side.
2,241.75	0	Tangent.	Channel-spans and spans between.
2,192.62	79 14	Tangent.	Kentucky side.
5,219.67			

The approach to this bridge on the Indiana shore consists of a long and high embankment. This, however, does not properly belong to the bridge, and, in accordance with the rule adopted for other bridges, we consider that we have reached the end of a bridge when we come to earth-work. Under this rule this bridge has no approaches, the entire space from abutment to abutment being waterway.

This bridge crosses the Louisville and Portland canal 1,700 feet below the guard-lock at the head. An unobstructed passageway for steamboats is secured by means of a draw, giving a clear opening of 114 feet over the canal. The other end of the draw projects over a portion of the river, and by modifying the canal-bank on this side so that it shall just have the width of the pivot of the draw, it will be practicable for steamboats in high water to ascend the river without lowering the chimneys. This is a very valuable provision for boats that habitually run where there are no bridges, which yet may occasionally wish to go above Louisville. In low water such boats can pass through the canal, and in high water, by using the other end of the same draw, they can pass up the river even should they be too wide to get through the new locks.

The total high-water section of the river on the line of the bridge is 216,249 square feet, of which 13,573 square feet, or six per cent., is occupied by the piers. This contraction would probably cause no perceptible increase of velocity. The low-water section is 1,377 square feet, of which 60 square feet, or four and one-half per cent., is obstructed. All the water at this stage is running through the Indiana chute; but there being no navigation possible, the effect of the piers need not be considered.

The board have no changes to recommend in this bridge, which they consider a first-class structure throughout, and very much less an obstruction than it might have been had its builders limited themselves to giving only what they were compelled by law to give. On the contrary, they have chosen to build according to the highest of the three authorized plans, and have exceeded the heights and widths that even this plan required, spending \$150,000 more than was necessary to comply with the letter of the law. Instead of a 300-foot opening at low water, one of their channel-spans gives 380 feet, and the other 352 1/4 feet. The total cost of the bridge, from abutment to abutment, was \$1,615,120.

THE NEW BRIDGE.

This is in course of construction across the Ohio, from the foot of Twenty-third street, Louisville, over Sand Island to the foot of Vincennes street, New Albany, a distance of 2,551 feet. It is the outgrowth of the project of the Louisville, Evansville & St. Louis railroad, presently to be consummated, and which saw no way into Louisville except by a lengthy steam-ferry

reached by precipitous banks or by the track from New Albany to Jeffersonville, controlled by the Pennsylvania company, and thence by the present bridge. This compels the traverse of a distance of six miles, which the new bridge reduces one-half.

April 1, 1880, the Kentucky Legislature granted a very liberal charter to the Kentucky & Indiana Bridge company for the erection of this bridge. A similar act of incorporation was secured in Indiana. October 19, 1881, an ordinance of the Louisville General Council was approved, granting the company the right of way in the city, for the location and building of piers, approaches to and abutments of its bridge. The company had meanwhile (in February, 1881) been organized, with Colonel Bennett H. Young, of Louisville, as president. The stock-books of the company were opened in Louisville, and within two days twice as many subscriptions were offered as could be received. Ample surveys and soundings were made, and plans and specifications prepared. Mr. John MacLeod was employed as chief engineer, and Mr. C. Shaler Smith, consulting engineer. Their estimate for the entire cost of the work was \$1,385,000, but contracts were let the same year to the amount of \$1,400,000. The foundation work was contracted at \$59,000, the iron and steel for the main bridge at \$577,000. The corner-stone of the new bridge was laid in New Albany, October 29, 1881, with imposing ceremonies, of which a sufficient account is comprised in the history of that place. The city had endorsed \$250,000 of the \$1,000,000 thirty-year five per cent. bonds issued by the company, the city stipulating that work should begin before October 11, 1881. It was commenced in the first week of that month; two of the seven river foundations were soon secured, and work upon the third was to begin by November 10th. It is understood at this writing (March, 1882,) that the bridge will go on rapidly to completion.

The report of the ceremonies at the laying of the corner-stone embodies a description of the bridge to-be, from which we quote the following:

The Kentucky and Indiana bridge will be 2,000 feet in length, but 4 feet from grade to grade, 28 feet wide on roadway deck, the only bridge on the Ohio entirely of wrought-iron and steel, of the best quality, and the only structure which impedes navigation so little, and have its

piers located so as to please the craft men who, if rumour be true, are not the most easily-satisfied persons in the world.

The two channel spans are 473 and 480 feet in length and require 4,000,000 pounds of net iron and steel, proportionally two-thirds as much as made of steel and iron as the 400-foot span of the upper bridge. That when added 83 feet to the length of the span, the water will be raised, that in addition to the weight of the material required in the construction of the highway and footway the present increased weight of railway rolling stock has been provided for.

The great development both in trade and population of the western half of the continent has made the construction of a bridge that will not accommodate all classes of travel. This structure now to be built, carries safely the single footman who may wish to pass from shore to shore, while by his side at the same level will move, if required, two 40-ton engines, drawing thirty cars laden with stone; and still alongside a double procession of wagons, loaded to their fullest capacity, can pass; and yet with this enormous burden, the strain on any part will have reached only one-fifth its ultimate strength.

The piers on either side will consist of two iron cylinders sunk to a solid foundation and filled with concrete and capped with stone, while the seven river piers will be built of Bedford oolitic limestone, rising one hundred and eleven feet in height. The Indiana approach will be fifteen hundred feet long, with a nine hundred and ten foot highway approach. The piers will contain 19,492 cubic yards of masonry and the two approaches 3,330 more; the main bridge will require 4,092,000 pounds of iron and 3,180,000 pounds of steel, with 1,051,000 feet of lumber, board measurement; while the approaches will consume 2,551,000 pounds of iron, and 819,000 feet of lumber. The railway and wagon-way are entirely separate, never crossing each other, and the horses will never see the trains. The piers will be carried down to bed rock, and for the first time on the Ohio river the channel spans will be built without the use of false work to impede navigation. The masonry for eighteen feet above low water mark is laid in Portland cement, and will to that height have a granite facing. The entire wood in the bridge will be of treated lumber, having had the preservative forced in under a pressure of one hundred pounds to the square inch, while the roadways will be made of creosoted gum blocks laid in asphalt and gravel. All other highways on Ohio river bridges are simply plank. The structure will also have a double draw, giving one hundred and eighty-five feet channel room on either side of the pier and be operated by steam, improvements found in no other bridge on the river.

There has for many years existed the belief that over Sand Island is the best place on the river for a bridge, and the one which nature had specially designed for that purpose. Here there are only nine piers; above there are twenty-six.

There is however one peculiarity at this site. The rise and fall of the water here exhibit the greatest difference at any point on the river. The vast volume of water that pours over the Falls with such terrific force can not escape through the narrow banks from here to the bend below New Albany—it backs up and crowds over the banks; and according to the test—the great rise of 1832—shows here a difference of sixty-seven and a half feet between high and low water mark, thus requiring this bridge to be laid on one hundred and eleven foot piers, ten feet higher than the upper bridge piers, and making the bottom chord one hundred and ten feet above low and forty-five feet above high water, which is now required by the act of Congress providing for the construction of bridges over this portion of the stream.

CHAPTER VI.

ROADS, RAILROADS, AND STEAMERS.

Early Locomotive in Louisville—The Lexington & Ohio Railroad—The Louisville, Cincinnati & Lexington Short Line—A Reminiscence of 1835-39—The Jeffersonville, Madison & Indianapolis—The Louisville & Nashville—The Louisville, New Albany & Chicago—The Flushingtown & Paducah—The Ohio & Mississippi—The Louisville, Evansville & St. Louis—The Chesapeake & Ohio—The Fort Wayne, Cincinnati & Louisville—The Louisville, Harrod's Creek & Westport Narrow Gauge—Railway Notes—Turnpike Roads—The Louisville & Cincinnati United States Mail Line of Steamers.

AN EARLY LOCOMOTIVE.

It is a fact not generally known, we suspect, even to residents of the Falls cities, that some of the very first attempts at the building of locomotive engines and of railways were made in this region, on the Kentucky side. Not a mile had yet been traversed on an iron way in America, with steam as a motor, before Thomas H. Barlow, a Lexington man, in the late '20's built a small locomotive in that place, of which he made a public show upon a circular track in a hall there, and in 1827 brought it to Louisville and exhibited its working upon a similar track in the old Woodland Garden. A little passenger car, with two seats, was drawn by it, and many old citizens of the town had a ride in what was probably the first vehicle drawn by steam in the New World. The model of Barlow's locomotive may be seen to this day in the museum of the Asylum at Lexington; and one of his remarkable "planetariums" is in the collection of the Polytechnic society, in Louisville.

It was about two years after the exhibition by Barlow in Louisville before the first locomotive in this country, an English one, drew a train upon the first steam railroad, that of the Delaware & Hudson Canal company, on the track from their mines to Honesdale, Pennsylvania.

THE LEXINGTON AND OHIO RAILROAD.

This was the pioneer railway in Kentucky, and the first to enter Louisville. Its company was chartered in 1830, at the instance of a number of the leading men of Lexington, with a capital of \$1,000,000, and authority to build a road from Lexington to some place on the Ohio river. Louisville was the terminal point, however, in view from the beginning, and prominent citizens of this place were early and eagerly interested in the project.

It has been asserted that this was the second steam railway started in the United States, which is not quite true; but another assertion, made by Colonel Durrett in one of his historical articles of 1880, is undoubtedly correct, that when the charter for it was granted, but twenty-three miles of such railroad were operated in all the land, and when work was begun the next year, only ninety-five miles had been completed on this continent. The first spike of the Lexington & Ohio road was driven October 21, 1831, at the intersection of Water and Mill streets, in Lexington, by Governor Thomas Metcalf, then Chief Executive of the State. Dr. Charles Caldwell, of the Medical Department of Transylvania University, delivered the address of the occasion. The city of Louisville, four years after, contributed \$200,000 to the road. Colonel Durrett's lucid words, in the newspaper article above referred to, will tell the rest of the story:

The work of construction progressed slowly, and trains did not get through to Frankfort, a distance of twenty-nine miles, until about the close of the year 1835. The first materials for construction, and the first freight and passengers were drawn over the road by horse; but when part of the road had been formally opened to the public, in 1834, and the locomotive went thundering over it, a grand ball celebrated the event, at Brennan's tavern, in Lexington. The track was originally laid with flat rails spiked down to stone sills, and much trouble and danger was caused by one end of the thin iron bars rising up when the locomotive wheels pressed upon the other. All these difficulties have since been overcome by sleepers, cross-ties, and T rails of the most approved style, rendering the road one of the best.

Things neither started nor progressed so well at the Louisville end of the road. Disputes rose early and continued late, between the directors and city authorities and citizens, as to the location of the road at this end: The railroad directory wanted the Louisville end to terminate at Portland, and then sprang up the dispute as to the location of the road through the city so as to get to Portland. Elisha C. Winter, of Lexington, was president of the road, and John C. Bucklin, mayor of Louisville, and they could come to no agreement as to the location through the city. Neither could the Lexington directory, who were Richard Higgins, John Brand, Elisha Warfield, Luther Stephens, Joseph Bruen, Benjamin Gratz, and George Boswell, come to any understanding with George Keats and Benjamin Cawthon, who were the Louisville directors. The city council, consisting of G. W. Meriweather, B. G. Weir, James Guthrie, James Rudd, J. P. Declary, Jacob Miller, Robert Buckner, F. A. Kaye, J. M. Talbott, and W. Alsop, could not agree concerning any proposed route, and as for the citizens who lived along any of the suggested lines, they would agree to nothing. Finally an appeal was made to the Legislature for settling the difficulty, and an extraordinary law passed in 1833, empowering William O. Butler, of Gallatin county; John L. Hickman, of Bourbon; George C. Thompson, of Mercer, and James Crutcher, of Hardin, to determine the streets through which the road was to pass through the city.

While, therefore, our neighbors of Lexington at once began war upon their end of the road, with the Chief Executive of the State, during the first spike, and an eminent professor delivering an inaugural oration, west at the Louisville end set out with quarreling and contending for two years, about where the work was to begin. It was finally determined, however, that the road should enter the city at the intersection of Jefferson and Wendel streets, thence proceed along Jefferson to Sixth, down Sixth to Main, along Main to Twelfth, down Twelfth to Portland avenue, and thence along the avenue to Portland. In 1835, three years after the Lexington end was working from that city to Frankfort, this end was completed from Portland to sixth street, and Louisville could then boast of a league of railroad, with a locomotive dashing over it, very much to the annoyance instead of the joy of her citizens, especially those who resided or carried on business along its line. The first through train on this our first railroad went all the way from Portland to the northwest corner of Main and Sixth streets (where the store of J. M. Robinson & Co. now stands) on the 29th of February, 1838. The citizens, however, did not rejoice and celebrate the event with a grand ball, as was done by our neighbors of Lexington at the other end when the first train went through from that city to Frankfort. On the contrary, they were silent and talked of pulling up the rails and throwing the locomotive and the cars into the river. They concluded, however, to go to law about it, after enduring it for about six months. A number of citizens owning property and doing business on Main between Sixth and Thirteenth streets, with Elisha Applegate at their head, filed a bill in Chancery on the 9th of October, 1838, for an injunction against the further use of the locomotive in that region. It was declared to be a nuisance, endangering life, depreciating property, and injuring business. Levi Tyler, then president of the road, answered on the 19th, and set forth the merits of the road with commendable skill. The company had then spent about \$800,000 in making the road from Frankfort to Lexington and from Portland to Sixth street, Louisville, and had some of the \$150,000 furnished it by the State, but not enough to make the road from Frankfort to Louisville.

They were, however, doing a pretty fair business at the Louisville end. From the opening of this end of the road for through trains from Portland to Sixth street, on the 29th of April, to the 6th of November, when the injunction was granted, they had carried 93,250 passengers, at twelve and one-half cents each, from Portland to Sixth street, and received for it, in cash, \$11,656.17. This was at the rate of about \$425.25 per week, and their expenses were \$202.30 per week, leaving a neat profit of \$229.42 per week. Of course, it was hard that such a business should be stopped by an injunction, even if it did endanger life and depreciate property and injure business, as claimed by the citizens who brought the suit. Judge Bibb, then chancellor, granted and sustained the injunction, but the company took the case to the court of appeals and it was reversed, with instructions to so shape proceedings in the court below as to let that locomotive continue to convey passengers from Sixth street to Portland, and from Portland to Sixth street.

The road, however, in the midst of a hostile people could never succeed. The citizens who had attempted to enjoin it, were prominent, and had influence enough to make it too unpopular for success. It never extended its line to the Louisville wharf as authorized by the City Council and intended, the gap between Sixth street and the present depot on Jefferson never was filled up, and our first railroad from Portland to Sixth street, instead of being extended through the city and

protracted in length one way or the other, was transferred to a corporation entitled the Louisville & Portland Railroad company, in 1844, for the benefit of the Kentucky Institution for the Education of the Blind. This transfer was made by the State of Kentucky, which had become the owner of the whole line by foreclosing a lien for \$150,000 furnished to the company in 1833. The Louisville and Portland Company afterward transferred the road to Isham Henderson, who converted it into a street railroad operated by horse power, in which capacity it still exists.

It may added that, of the thousand miles or more of street railway now in the United States, the first three miles were operated in Louisville by this Mr. Henderson.

THE LOUISVILLE, CINCINNATI AND LEXINGTON (SHORT LINE).

The Louisville & Frankfort Railroad Company was incorporated in 1847, and to it was transferred by the State so much of the old Lexington & Ohio road as lay between the two former places. The consideration for this was six per cent. of the valuation, to be paid before any dividends were paid to the stockholders of the new company. The division between the State capital and Lexington was also transferred by the State to a new company, the Lexington & Frankfort, chartered in 1848, for one thousand five hundred shares in this company's stock. This part of the old road, although in a weak sort of operation since 1835, could not yet be called completed, nor was it until the next year. The Louisville division was also finished by the new organization in 1851; and then, for the first time, traffic by rail passed through from Louisville to Lexington. The large sum of \$275,000 was voted to this road by the city of Louisville. Colonel Durrett continues:

The working of the two separate ends of the road under independent companies not proving satisfactory to either, in 1856 the Legislature authorized them to consolidate. The Short-line was built under acts of the Legislature passed in 1866 and 1867, and the whole consolidated under the name of the Louisville, Cincinnati and Lexington Railroad Company. And thus the whole line from Louisville to Lexington got back again under a single company, as it originally was. The company now owns and controls two hundred and thirty-three miles of road, as follows: From Louisville to Lexington, ninety-four miles; from the Lagrange junction to Newport, known as the Short-line, eighty-one miles; Newport and Cincinnati bridge, one mile; Louisville Railroad Transfer, four miles; Elizabethtown, Lexington, and Big Sandy, thirty-four miles; and the Shelby county road, nineteen miles. The whole has cost nearly \$6,000,000, and the company's liabilities about reach that sum in the shape of common and preferred stocks, and bonded and floating debt.

The Short-Line now operates under lease the

Northern Division of the Cumberland & Ohio Railroad, from Shelbyville to Taylorsville, making 73.09 miles operated in this way by the road, besides 174.9 owned by it, or 247.99 in all. May 1, 1881, the new roadway on the Beargrass fill, prepared for it at the expense of the city, in order to secure the vacation of the right of way so long occupied on Jefferson street, was occupied, together with the spacious new brick freight depot on Water street, between First and Brook. Later in the season, a new passenger depot, built during the year on Water, between First and Second streets, was also occupied. Very nearly the whole of the main line, and much of the Lexington Branch, has recently been relaid with steel rails. The engines and cars of the road are built in part at its own shops in Louisville. The road is now in the great Louisville and Nashville combination, with General E. P. Alexander as president and S. S. Eastwood secretary.

A REMINISCENCE.

The following notes of the first of Louisville railroads is made in the City Directory for 1838-39:

The principal roads now completed and being completed, pointing to Louisville as a center, are the Lexington & Ohio railroad, which is destined to open a speedy communication with the Atlantic at Charleston, Vt.

The railroad intersects Jefferson street at its eastern limit near Wenzel; it then passes down Jefferson and continues from Sixth down Main street to Portland. The road is now in full operation from Lexington to Frankfort, and from Sixth street to Portland. The balance of the road, or a great portion of it, I understand, is under contract. Office corner Main and Sixth streets.

There were at this time in the public thought and expectancy railroad enterprises to Nashville, from Jeffersonville through Indiana, and to Alton, Illinois, through which St. Louis would be reached.

THE JEFFERSONVILLE, MADISON, AND INDIANAPOLIS.

This is a consolidation of two roads, the Jeffersonville and the older Madison & Indianapolis, taking the combined name. The former was originally the Ohio and Indianapolis railroad, chartered by the Legislature of Indiana, January 20, 1846, and changed to the Jeffersonville railroad three years after—January 15, 1849. It was first in full operation February 1, 1853. The other was chartered in June, 1842, and set in operation in October, 1847. It was afterwards

sold under foreclosure, and reorganized March 28, 1862, as the Indianapolis & Madison railroad company. May 1, 1866, the companies became one, and merged their lines into a single one, from Jefferson to Indianapolis. January 1, 1873, the whole was leased to the powerful Pennsylvania company, which now operates it.

The contribution of the city of Louisville to this enterprise, in 1851, was \$200,000. It includes the following lines: Main trunk, Louisville to Indianapolis, 110.28 miles; Madison division, 45.9; Shelbyville branch, Shelbyville to Columbus, 23.28; New Albany branch, 6.44; total, 185.9. The Pennsylvania company also operate, in connection with it, 18.42 miles on the Shelby & Rush railroad, and 20.8 on the Cambridge Extension, making a grand total of 225.72 miles. Its capital stock is \$2,000,000, principally owned by the Pennsylvania company. The total cost of its own lines (185.9 miles) was \$6,508,712.77. The following is a statement of its gross earnings for nine recent years: 1872, \$1,246,381.23; 1873, \$1,363,120.85; 1874, \$1,345,243.67; 1875, \$1,224,147.25; 1876, \$1,171,874.69; 1877, \$1,176,174.69; 1878, \$1,150,014.92; 1879, \$1,246,333.78; 1880, \$1,388,564.91.

THE LOUISVILLE AND NASHVILLE.

The beginnings of this important highway to the southward were made by the charter of its company March 2, 1850. First and last, in various sums and at various times, the city of Louisville contributed a very large amount to this corporation, burdening itself severely with public debt for its and the city's benefit. In 1851 \$1,000,000 of the people's money was subscribed to it, and a like sum four years later. The Lebanon branch received \$275,000 the same year, \$300,000 in 1863, and a round million in 1867; the Memphis branch \$300,000 in 1858; the Richmond branch \$100,000 in 1867; and the \$2,000,000 voted to the Elizabethtown & Paducah railroad became also a practical benefit to the Nashville road, by its absorption of the Cecilian branch in 1877; thus completing a total of \$6,275,000 public indebtedness carried for this one line and its belongings.

The main line, however, was not opened to Nashville until November, 1859. The following summary of additional historic facts is from the valuable pamphlet on the Industries of Louisville, published in 1881:

The Knoxville branch was opened to Livingston in September, 1850. The Bardstown branch was constructed by the Bardstown & Louisville Railroad company, and came into possession of the Louisville & Nashville Railroad company by lease, February 21, 1865, and to purchase in June, 1865. The Richmond branch was opened in November, 1868. The Cecilian branch was purchased, January 16, 1877. The Glasgow branch (the Fulton County railroad) was operated under temporary lease. The Memphis branch was completed in September, 1865, and was operated in connection with the Memphis, Clarksville & Louisville, and the Memphis & Ohio railroads, the first leased February 1, 1870, and purchased October 2, 1871, and the latter leased September 1, 1867, and purchased June 30, 1872. The lease of the Nashville & Decatur railroad is dated May 4, 1871, and became operative July 1, 1872. The South & North Alabama railroad was built in the interest, and is under control, of the Louisville & Nashville Railroad Company, and was opened October 1, 1872. This company also acquired the middle division of the Cumberland & Ohio railroad, from Lebanon to Greensburg, 31.4 miles, and completed it in 1879. The company also bought the Tennessee Division of the St. Louis & Southeastern railroad, 47 miles, April 6, and the Kentucky Division of the same, 93.25 miles, May, 1879.

At the end of the fiscal year of the company, June 30, 1879, the Louisville & Nashville corporation owned its original main stem and branches, 651.73 miles in all; operated under lease the Nashville & Decatur, 119.09 miles, and the Glasgow Branch, 10.5 miles; and under stock majority, the South & North Alabama, 188.88 miles; making a total of owned and leased lines of 970.2 miles. Very large accessions were made to the lines in 1879-80-81; and the operations of the company June 30, of the last year named, were represented by the following statement in its annual report:

Owned in fee or through entire capital stock: Main Stem, 185.23 miles; Bardstown Branch, 17.3 miles; Lebanon-Knoxville Branch, 110.3 miles; Richmond Branch, 33.8 miles; Cecilian Branch, 46 miles; Memphis Division, 259.1 miles; Henderson Division, 135.22 miles; Pensacola Division, 45 miles; Pensacola & Selma Division, 40 miles; Pensacola Extension, 32 miles; Southeast and St. Louis, 208 miles; Mobile & Montgomery, 180 miles; New Orleans & Mobile, 141 miles; Pontchartrain, 5 miles; total, 1,437.95 miles. Operated under lease: Nashville & Decatur, 119.09 miles; Southern Division Cumberland & Ohio, 30.58 miles; Glasgow Branch, 10.5 miles; Selma Division (Western of Alabama), 50 miles; total 210.17 miles. Operated under stock majority: South & North Alabama, 188.88 miles; Owensboro & Nashville, 35 miles; total, 223.88—making a total directly

operated of 1,872 miles. In addition the company is interested in the control and management of the following lines, operated under separate organizations: Nashville, Chattanooga & St. Louis railway system (in which the Louisville & Nashville company owns a majority of the capital stock), 521 miles; Georgia railroad and dependencies (controlled through joint lease with the Central railroad company of Georgia) as follows: Georgia railroad and branches, 305 miles; Atlanta & West Point railroad, 87 miles; Rome railroad of Georgia, 20 miles; Port Royal railroad, 112 miles; Western railroad of Alabama, 117 miles; total 1,162. Add to this the Louisville & Nashville system proper, as above, 1,872 miles. Total of roads owned, operated, and controlled in the interest of the Louisville & Nashville company, 3,034 miles.

Later in 1881 the company acquired control of the Short Line road (Louisville, Cincinnati & Lexington), by the purchase of its entire stock, and thus added 174.9 miles of standard gauge (also 51.6 miles leased) and 11 miles of narrow gauge line, to its already gigantic total, making an aggregate of 3,271½ miles of its lines. The Louisville, Westport & Harrod's Creek Narrow Gauge railroad is now operated by this company. The Short Line was made an integral part of the Louisville & Nashville system, and is operated simply as a division thereof.

The earnings of the company from traffic during the year 1880-81, were \$4,198,518.32; realized from investments, \$225,209.17; undivided earnings from previous year, \$228,382.62;—total credits to income account, \$4,652,110.11. Charges of all kinds against income account, \$3,079,088.41. Balance to credit of income account, \$1,573,021.70, from which \$1,087,800 had been paid in semi-annual dividends to stockholders of 3 per cent, and a surplus carried to the income account of 1881-82 of \$485,221.70.

The general offices of this great company are in Louisville. Mr. C. C. Baldwin is president; General E. P. Alexander, first vice-president; George A. Washington, second vice-president; Willis Ranney, secretary; A. M. Quarrier, assistant president and secretary; Fred De Funiak, general manager.

LOUISVILLE, NEW ALBANY AND CHICAGO.

This is the old New Albany & Salem railroad,

with its later extension and branches. The original company was formed January 25, 1847. The Louisville Courier-Journal for November 26, 1880, contains an excellent sketch of the history of this road, from which we extract the following:

Its early history is connected with the effort on the part of the State of Indiana to foster internal improvements. Long before 1850 it was laid out as a macadamized road from New Albany to Crawfordsville. It was one part of that system of internal improvements which Indiana began and which her statesmen deemed the turning-point in her destiny, and which they considered would make her the greatest of the Western States. When, however, she was compelled to give up her scheme of internal improvements, compound her debts, and surrender the portion of the work she had accomplished to private corporations, this road, under a special law, became the New Albany & Salem railroad, and was completed between these two points.

Then a more ambitious turn seized its owners and holders, and they resolved to cross the State of Indiana from end to end—to run from the Ohio river to Lake Michigan—and make this line the great connecting link between the Northwest lakes and the Ohio river and its outlets. It was opened from New Albany to Michig. in City on the 4th day of July, 1852, amid great rejoicings and with anticipations of unbounded success.

It had been opened from New Albany to Salem in 1849, and had been pushed with great vigor until it reached, as before said, from the Ohio river to the lakes. It started with the bane of all railway enterprises in the West—two much debt. It had a bonded debt at first of \$2,325,000 in eight per cents.; \$500,000 ten per cents.; \$2,070,000 seven per cents.; \$405,456 income bonds, and \$12,840 six per cent. bonds, and \$2,525,223 of capital stock, making a grand total of \$7,838,519.

In 1853 trouble began. With the then state of development of the railroad system, the bonded debt of the road was too large. The road defaulted for one year upon its interest. It was then placed, by the agreement of all parties, into the hands of D. D. Williamson, trustee, who had been one of the most prominent and trusted men of New York, and who was comptroller of New York and president of the Farmers' Loan and Trust company. The road was held by Mr. Williamson as such trustee until 1869, when proceedings were had for a foreclosure of the mortgage liens, and after various changes in courts it was finally sold under a decree of the United States circuit court for the district of Indiana in September, 1872, and purchased by the bondholders, and re-organized in December, 1872, with a capital stock of \$3,000,000.

George L. Schuyler, of New York, was the first President. In one year William F. Reynolds, of Lafayette, Indiana, succeeded him, and remained in office until March, 1877, when he in turn was succeeded by George P. Tolman, of New York. Mr. Tolman held his position until January, 1880, when R. S. Veech, of Louisville, Kentucky (its present chief officer), assumed control of the destinies of this corporation.

From 1872 to 1880 absolutely nothing was done with this great property. Its tracks became worn and out of condition; its iron, of old English chain-rail, became loose and disjointed; its ties rotten, and only until 1879 was any great sum expended upon the repair and equipment of the road.

Mr. Veech, assisted by Dr. Standiford, then president of the Louisville & Nashville railroad, Colonel Bennett H. Young, and Mr. St. John Boyle, had already and very quietly secured a controlling interest in the road by arrangement with large stockholders and by purchase of its stock in New York city—which, when they began to buy, could be had at twenty-five cents on the dollar. Under the new administration, says the Courier-Journal writer, "the equipment was immediately and largely increased; new engines, new cars, new track, new everything, were wanting, which were supplied. Through trains were put upon the road, and its earnings increased with almost startling rapidity, the first few months running up to an increase of from sixty to seventy per cent. over the business of the previous year. These earnings developed the capacity of the road not only to pay the interest upon a large debt, but also to provide for a dividend upon the stock." In addition 98 miles of track were relaid during 1880 with the fish-bar joint, 15 miles of it with steel; 16 bridges were entirely rebuilt, and others repaired or remodeled, at a cost of \$90,000. Many other improvements have been made, and the road is now on a solid and apparently permanent foundation.

THE ELIZABETHTOWN AND PADUCAH.

The road was chartered under this name in 1867. The next year the city of Louisville voted it a million, and another million in 1873. Its name subsequently became the Paducah, Elizabethtown & Southern railroad. It was finished from Paducah to Elizabethtown in 1872, and two years later the Cecilian Branch, or Louisville end, was opened. April 18, 1876, a decree of foreclosure and sale was made against it by Judge Ballard, of the United States court, and it was sold thereunder August 24th of the same year. It was purchased by a new company, which presently sold the Cecilian Branch (forty-five miles) to the Louisville & Nashville corporation, they retaining the rest, or main line of 185 miles. The cost of the whole 230 miles was about \$4,500,000.

THE OHIO AND MISSISSIPPI.

This road was chartered by Indiana February 12, 1848; Ohio, March 15, 1849; and Illinois, February 12, 1851. It was built by two separate corporations, and completed in 1867, with a six-

foot gauge, which has since been changed to standard. Since November 21, 1867, it has been operated under one management, but in two divisions—the Eastern, from Cincinnati to the Illinois State line; and the Western, comprising the line thence to St. Louis. An act of the Indiana Legislature March 3, 1865, provided for the branch from North Vernon, through Clark and other counties in that State, to Louisville, which was opened in 1868, and has since been successfully operated. Its Louisville branch is 52.52 miles long.

THE LOUISVILLE, EVANSVILLE AND ST. LOUIS.

The germ of this road lay in a project of forty-five years ago. In 1837 a line was projected from New Albany to Alton, Illinois; but it never got further than the grading of the section between Mt. Carmel and Albion. In 1869 a charter was granted by the Legislature of Indiana to a New Albany & St. Louis Railroad company, and soon after another to the St. Louis, Mt. Carmel & New Albany Railroad company. These corporations were united in July, 1870, under the name of the Louisville, New Albany & St. Louis Railroad company. Its first officers were the Hon. Augustus Bradley, of New Albany, president; Jesse J. Brown, of New Albany, vice-president; George Lyman, secretary and treasurer; and Roland J. Dukes, chief engineer. A number of routes were surveyed, and location finally made as follows: From Louisville to New Albany, by the bridge and the track of the Jeffersonville, Madison & Indianapolis railroad; thence in an "air line" to the Wabash river at Mt. Carmel; thence to Mt. Vernon, Illinois, where it would connect with the St. Louis & Southeastern railroad. Its own line would thus be but one hundred and eighty miles long; and its cost was estimated, in that era of high prices, at \$6,205,000. The city of Louisville subscribed \$500,000, New Albany \$300,000, the Jeffersonville, Madison & Indianapolis railroad, \$100,000, the Louisville Bridge company \$25,000, Floyd county \$95,000; other counties or municipalities, \$330,000; and individuals, \$1,411,350. Work was presently begun on the line, and went on briskly till these subscriptions were used up. The directors resolved to issue first mortgage bonds to the amount of \$4,525,000; but the time was unfavorable for selling them, and the

work stopped. Most of the grading, tunneling, and trestle-work, however, for eighty miles west of New Albany, was done; while three miles of track had been laid out of New Albany, and trains were running on a twenty-eight mile section between Princeton, Indiana, and Albion, Illinois. In 1875 the company was unable to meet the interest upon even the small amount of bonds which had been paid out or negotiated, the mortgage was foreclosed, and the road sold out for \$23,000! A new board was formed, with Dr. Newland, of New Albany, president, and Jesse J. Brown, vice-president. The project still lay dormant, however, till February, 1879, when a reorganization of the board was effected, with St. John Boyle, of Louisville, as president; G. C. Cannon, of New Albany, as vice-president; and George Lyman, of the same, secretary and treasurer. The "Air-line" was dropped from the name, and it became the Louisville, New Albany & St. Louis Railroad company. The purpose of the company was changed to a building of the road from New Albany to Princeton, Indiana, whence cars are running to Albion, Illinois, where a St. Louis junction is made with the road from Cairo to Vincennes. It was thought this could not be done for \$1,500,000.

Later, the company has bought the roads from Jasper, Indiana, to Evansville and Rockport, and the name of the line has been changed to the Louisville, Evansville & St. Louis. At the meeting of the Directors in Boston in March, 1882, Mr. John Goldthwaite, of that city, was re-elected president; St. John Boyle, of Louisville, vice-president and general manager; and Edward Cummings, of Boston, second vice-president. All necessary money to complete the road had been raised. Until the new Kentucky & Indiana bridge is built, a ferry transfer will be used between New Albany and Louisville, and a track laid down the Kentucky shore from Portland to the Louisville & Nashville depot.

THE CHESAPEAKE AND OHIO.

The Louisville, Evansville & St. Louis road, it is announced, will form the western connection of the Chesapeake & Ohio Railroad, the completion of which from Huntington, West Virginia, to Lexington, Kentucky, in the summer of 1881, opened to Louisville very important new connections with Richmond, Norfolk, and

other cities of the Atlantic seaboard. By favorable arrangements with the Short Line, the Chesapeake & Ohio is bringing its traffic directly to Louisville; and as we close these pages it is announced that the square fronting on Water street, and running back to the Bremaker Moore paper-mill, in Louisville, has been purchased by this corporation for depot purposes. It is possible also that shops of the road may be located in the city.

THE FORT WAYNE, CINCINNATI, AND LOUISVILLE.

This road does not enter Louisville. It is the new name of the Fort Wayne, Muncie & Cincinnati Railroad, running from Newcastle, Indiana, to Rushville, Indiana, where it connects with a road owned by the Cincinnati, Indianapolis, St. Louis, & Chicago Railroad, which runs to North Vernon, whence the Ohio & Mississippi Branch brings the connection into Louisville. The Fort Wayne, Muncie & Cincinnati was sold under foreclosure the latter part of 1881, and on New Year's day following the Fort Wayne, Cincinnati & Louisville Company took possession. A link of the line from Louisville to Fort Wayne (two hundred and nine miles) had been completed shortly before from Greensburg to Rushville, Indiana, so that there is now direct railway connection between the former two cities.

THE LOUISVILLE, HARROD'S CREEK AND WEST-PORT.

This, a mere local narrow-gauge road, of only eleven miles' length, was opened in 1875. It was an unfortunate venture, pecuniarily regarded; and it was sold June 23, 1879, for only \$30,500, to the Short Line, by which, or rather by the late owner, the Louisville & Nashville corporation, it is now operated. It is the only railway lying altogether in Jefferson county.

RAILWAY NOTES.

The Louisville Transfer railway, however, of 4.13 miles' length, and a double gauge of 5 feet and 4 feet 8½ inches, connects the Louisville and Nashville tracks, a little south of the city, with the Short Line tracks and depots, thus obviating the necessity of tracks through more crowded parts of the city. It was constructed in 1872.

The Louisville Railway bridge has also a mile of track.

A recently formed company is about to build

a belt railway from New Albany to Jefferson and Watson, five miles out on the Ohio and Mississippi branch, thus bringing that road into more intimate connections with the first-named city and the new Kentucky and Indiana bridge.

In 1877 Louisville subscribed \$150,000 to a road in the interior called the Richmond, Irwin & Three Forks railroad, conditioned that this subscription should complete the track from Richmond to Beattyville, Lee county, and thus open up connections between Louisville and the rich timber and mineral region about the headwaters of the Kentucky river.

New Albany had an interest in the first railroad company formed in Southern Indiana. It was chartered at the legislative session of 1835-36, to build a railway between the two points named; but the project was killed by the great financial crisis of 1837.

The New Albany & Sandusky railroad was chartered at the session of 1852-53. The city council of New Albany subscribed \$400,000 to the project, and work was begun on the road-bed; but a public meeting of citizens indignantly repudiated the issue of bonds, and the scheme did not survive the blow.

TURNPIKE ROADS.

Many historic notes concerning these are embraced in our township histories. We give here such of more general interest as have been picked up in the course of other investigations.

In 1832 the Louisville & Portland Turnpike company had been formed, with a capital of \$10,000, to construct three miles of wagon-road between the two places—then, of course, separate. J. T. Gray was president of the company; George C. Gwathmey, treasurer; Richard Tunstall, toll-keeper.

The Louisville & Shippingport company had two miles of road and \$8,000 capital. W. W. Wersley was president, and S. S. Goodwin treasurer.

The same year the Louisville & Shelbyville Turnpike company was in existence, with \$100,000 capital and twenty miles of road. B. N. Hobbs, president; G. C. Gwathmey, treasurer.

Also the Louisville & Bardstown company, with ten miles of turnpike; John Speed, president, and J. P. Oldham, treasurer.

When the second Directory was published in Louisville, that for 1838-39, the following turnpike companies had their headquarters in the city, and are thus noticed :

Louisville & Lexington Turnpike Road company. Levi Tyler, president. This road intersects Main street at the eastern limits of the city, near Wenzel street.

Louisville & Bardstown Turnpike Road company. Levi Tyler, president. Intersecting Jefferson street at its eastern limit, near Wenzel street.

Louisville & Elizabethtown Turnpike Road company. Robert N. Miller, president; Daniel E. Jones, treasurer.

Louisville Southern Turnpike Road company. John W. Tyler, president. This road intersects the Louisville & Elizabethtown Turnpike road at or near Eighteenth street, until it intersects the Ohio river a short distance above Paddy's run, intending to meet a road laid off by the States of Indiana and Illinois, commencing immediately opposite on the Indiana shore, and running through Indiana and Illinois to Alton.

In the Historical Sketch of Louisville, appended to the same work, is another notice of townships and railroads, in which occurs the following:

The principal roads now completed and being completed, pointing to Louisville as a center, are . . . turnpikes to Frankfort by Shelbyville, to Bardstown by Elizabethtown, which will be extended as interest may determine hereafter; turnpike from New Albany to the interior of Indiana. Besides these, many other avenues for trade are contemplated and will be opened in a few years, such as a railroad or turnpike to Nashville, a railroad from Jeffersonville through Indiana, a railroad to Alton, Illinois, and many others which the great resources of the growing country will point out as necessary.

One of the most notable enterprises of the kind on the Indiana side was the New Albany & Vincennes turnpike, provided for by the Legislature during the internal improvement mania of 1835-36. The State spent from its own treasury \$616,516 upon it, and then, having no more money or credit to expend, transferred it to a private company, getting back in all but \$27,311 in tolls. The company completed the road from New Albany to Paoli, which is still in excellent condition and doing good service to the trade and travel of the former place.

STEAMER LINES.

Some half-dozen steamer lines accommodate the cities at the Falls; but we have space to notice but one, the most famous and venerable of all, the staid and staunch

LOUISVILLE AND CINCINNATI UNITED STATES MAIL LINE.

This is by far the oldest transportation line on the Western waters. The company to run steamers between Cincinnati and Louisville was formed in 1818, and is maintained to this day—sixty-four years. In that year it built the "General Pike," the first steamer built exclusively for passengers. Her trip was between Louisville and Cincinnati, making the distance in thirty-one hours, which was regarded as good time for that day. Captain Bliss was her first commander; then, in order, came Captains Penewitt and John M. Rowan. Jacob Strader, afterwards a very wealthy and prominent steamboatman at Cincinnati, was then clerk in the company's office. This boat was very successful, and it soon became necessary to build larger and better vessels. In 1847 ten fine steamers were built for an additional line from Cincinnati to St. Louis. By these the time from the Falls to the latter city was reduced from four or five days to thirty-nine to forty-four hours. About 1855 the company built the two floating palaces, the Jacob Strader and the Telegraph No. 2, at a cost together of nearly \$400,000. These boats could run eighteen miles per hour. The company has since owned the fine steamers Benjamin Franklin, United States, General Lytle, General Anderson, General Buell, General Pike, Lewis E. Sherley, and City of Frankfort, most of which are well known to the traveling public. The general offices of the company are in Cincinnati.

GENERAL HISTORY

OF

JEFFERSON COUNTY, KENTUCKY.

CHAPTER I.

TOPOGRAPHY AND GEOLOGY.

Geographical Description—Area—Acres Improved—Precincts—Towns—Post-offices—Surface of the County—Resources—The Knobs—Waters of the County—Leangrass Creek—Harrod's Creek—Dr. Drake on the Topography of the Louisville Region—Old Buffalo Roads—Wild Animals in the Early Day—The Climate—The Soil and its Culture—Geology of the County in Detail—Analysis of Soils and Rocks.

GEOGRAPHICAL DESCRIPTION.

Jefferson county, Kentucky, is situated upon the river Ohio, about midway of its tortuous course along the northern and western fronts of the State, and not far from equidistant from Catlettsburg, in the northeastern corner, and Hickman in the southwest, but somewhat nearer to Catlettsburg. It is bounded on the north by Oldham county and the river Ohio, beyond which it looks across to the counties of Clark, Floyd, and Harrison, in Indiana; on the west by the same stream; on the south by Bullitt county; and on the east by Shelby and Spencer counties. It contains about six hundred square miles, and the number of acres improved is not far from one hundred and sixty thousand, or nearly one-half the entire area of the county. (In 1876 the number of improved acres was 152,494. This is, we suppose, exclusive of the space occupied by the city and by town-sites.)

The county is divided into twenty-one precincts, corresponding to the "townships" of most of the Northern States. They are Anchorage, Blankenbaker, Boston, Cane Run, Cross Roads, Fairmount, Fisherville, Gilman's, Harrod's Creek, Jeffersontown, Johnstown, Meadow Lawn, Mid-

dletown, O'Bannon, Seatonville, Shardine, Shively's Springdale, Spring Garden, Two-mile House, and Wood's. The villages or towns of the county are Anchorage, Fisherville, Harrod's Creek, Jeffersontown, Newburg, Middletown, and St. Matthew's. Besides these there are post-offices as follow: Crescent Hill, Cross Roads, Eden, Fairmount, Floyd's Fork, Lockland, Long Run, Lyndon, O'Bannon, Orell, Pleasure Ridge Park, River View, Taylor's Station, Valley Station, and Worthington. The county is thus well provided with postal facilities, and has a goodly number of post offices at convenient distances within it.

THE SURFACE

of the county is undulating and broken in the southwest part, which has a stiff clay soil, and on the lower levels produces well in crops of corn, oats, and grapes; on the higher grounds fruit is grown to advantage. The northern and northwestern part, including most of the Louisville region, is generally a level plateau, well elevated above the highest reach of inundations by the river, and forming a beautiful and productive plain. It has a rich, alluvial soil, yielding in abundance and great perfection all kinds of vegetables, grains, and fruits grown in the temperate zone. The frontage of the county on the Ohio river is about forty miles, and the alluvial bottoms all along are exceedingly productive. The northeast part of the county, all the way above Louisville, is beautifully undulating, with a fine, fertile soil, producing luxuriantly the cereal grains and fruits. The whole country, indeed, has peculiar fitness for the market-gar-

dening and fruit-raising so desirable in the vicinity of a large city. The southeast part of the county becomes more broken as it nears the knobs along the Salt river, but it is also productive and likewise healthful, with varied and beautiful scenery, making it a favorite region for the better sort of private residences.

RESOURCES.

There is no coal in the county, but the cement and limestone turned out at Louisville are among the finest in the world. The water-power at the Falls is the best in the country. The tobacco market at Louisville is the largest in the land, the actual sales aggregating \$10,000,000 a year, with twenty-five firms engaged in the business. Other elements of wealth in the city and county will appear as we proceed with this narrative.

We now give some special description of the most remarkable region in the county, topographically regarded.

"THE KNOBS."

In the northwest of this county, a belt of knobby country, of several miles' width, stretches from the foot of the Falls of the Ohio to the mouth of Salt river, and thence up that river valley in a nearly southern direction, with a slight curve towards the east as far as Muldrough's Hill, and so on southeastwardly. These knobs are in ranges of conical hills two to three hundred feet in height, and are so conspicuous a feature in the geology of the State that they have given the name of Knob Formation to a division of the sub-carboniferous rocks in Jefferson, Bullitt, and Larue counties. These consist mainly of a fine-grained sandstone, which runs out into the limestone shales of Russell, Cumberland, and other counties. When sufficiently weathered, it produces a silico-argillaceous soil, which washes easily, and is therefore thin and shallow. It is not, generally, a characteristic soil, or soil by itself, but is commonly mixed largely with a white soil derived more closely from the underlying shales, which are of ashy color, and crop out on the slopes and in the narrow valleys between the knobs, and is sometimes intermingled with the debris from a thin cap of the sub-carboniferous limestone. The summits of the knobs, however, have a much richer soil, fertilized as it has been, probably, by the roosting and alighting of birds upon the hill-tops through many long ages. Not

much agriculture is yet practicable on the summits or slopes of the knobs; but a great deal of timber has been taken from them and their vicinity, particularly in the shape of railway ties, mainly cut from the black locust. The other forest products of the knobs are the white, red, black, and chestnut oaks, a small kind of hickory (*Fuglans tomentosa*), the black gum-tree; in flat and wet positions the sweet gum and the elm, and in some specially favorable situations the poplar. The argillaceous shales at the base of the formation contain a limited percentage of ironstones.

THE WATERS OF JEFFERSON.

It is a very well-watered county, though it shares the general characteristic of the State in the comparative absence of lakes. Ponds, however, abounded upon the Louisville plateau in the early day, and induced much malarial sickness; but they have now mostly disappeared. The historic Salt river no longer intersects the county, as in the early day of its greatness of territory; but enters the Ohio a little below the southwestern corner, receiving one or two small affluents from the soil of Jefferson. The Ohio river and the Falls, so prominent in making the county and its city what they are, receive particular notice in another chapter. Harrod's creek and the Beargrass are the best known of the other streams here and hereabout, and are very serviceable waters in the county. We copy the following descriptions from Dr. McMurtrie's Sketches of Louisville, which, although written more than sixty years ago, answers well enough for the present day, due allowance being made for the removal of the mouth of the Beargrass about two miles north of its old site:

BEARGRASS CREEK.

Beargrass, which gives its name to the fertile and wealthy settlement through which it passes, is a considerable mill-stream, affording a plentiful supply of water eight or ten months in the year. It rises by eight different springs ten miles east of Louisville, that unite and form the main body of the creek within two miles of that place. This, like the preceding one, sometimes disappears, pursuing a secret course for a quarter of a mile together, subsequently emerging with a considerable force. On its banks are several grist-mills, and one for paper. It enters the Ohio (to which for the last half-mile it runs nearly parallel) opposite Louisville, leaving between it and the river an elevated strip of land, covered with large trees, that afford a delightful and shady promenade to the citizens during the heats of summer.

At the mouth of this creek is one of the best harbors on the Ohio, perfectly safe and commodious for all vessels un-

der five hundred tons' burthen, there being twelve feet water constantly found here during the greatest depression of the river. It is from this harbor or basin that the contemplated canal will be supplied with its destined element, which may perhaps produce a beneficial effect, by quickening its motion and that of Beargrass, whose sluggishness during the summer is, I have no doubt, productive of consequences injurious to the health of the inhabitants of the town.

HARROD'S CREEK.

Harrod's creek is a valuable stream emptying into the Ohio nine or ten miles above Louisville, where, it is forty yards wide. About a fourth of a mile from its mouth is a natural fall of six or seven feet, occasioned by the oblique direction of the rock forming its bed, which dips at an angle of seven degrees. It has been reported that, like many others in the State, it has found a subterraneous passage, through which a great part of the water flows, without crossing the Falls.

DR. DRAKE ON THE TOPOGRAPHY.

Dr. Daniel Drake, in the last and greatest work of his life, the treatise on the Principal Diseases of the Interior Valley of North America, published in 1850, makes the following note of the topography of the country below the Falls, on the Kentucky side:

In ascending the Ohio river from the mouth of Salt river to the Falls, the course is but a few degrees east of north, the distance about twenty miles. In traveling from one point to the other by land, the journey is over a plain, the elevation of which is above high-water mark, and its breadth from three to five or six miles. From every part of this plain, which extends to the river on the west, the blue range of Silver Creek hills may be seen, running parallel with the river on its western or right side, while a lower range, called the "knobs," is seen to terminate the plain on the opposite or eastern side.

Thus, between Salt river and the Falls, there is an ample terrace, elevated nearly as high as the second bottoms of the river, already described in section two of this chapter. It cannot, however, in strictness be classed with those deposits which, generally sloping back toward the hills, and composed largely of gravel, pebbles, and boulders, retain but little water on their surface; while this, although it presents many beds and ridges of sand or sandy loam, so abounds in clay that the rains are but slowly absorbed, and at the same time it is so level as to prevent their readily flowing off. Thus, in times long gone by, they accumulated in the depressions on its surface and overspread it with ponds and limited elm and maple swamps, which dry up in summer and autumn, but at other seasons send out small streams that make their way into Salt river and into the Ohio, both above and below the Falls. The middle and southern portions of this plain, where the natural cisterns were, and still are, of greatest extent, is called by the ominous name of the "Pond Settlement." The area of the entire plateau cannot be less than sixty square miles, the whole of which lies to the summer-ward of the city of Louisville, which is built on its northern extremity, opposite to and above the Falls.

THE BUFFALO ROADS.

One of the most remarkable physical features of Kentucky, as found by the pioneers in the early day, were the great roads through the

forest, traversed by the buffaloes in their journeys to and from the salt licks, and the extensive "clearings"—for such they were—made by these remarkable animals. Their pathways, in many cases, were sufficient, in width and comparative smoothness, for wagon-ways, and of course followed the most eligible routes, for man as well as beast. These roads were much used by the early explorers, surveyors, and settlers, and greatly facilitated their movements through the dense woods. John Filson, the schoolmaster, one of the intending founders of Cincinnati, in his little work on the Discovery, Settlement, and Present State of Kentucky, first published in 1784, after some description of the licks—in which he mentions "Bullet's Lick" as "improved, and this affords salt sufficient for all Kentucky, and exports some to the Illinois"—writes the following of the roads and other traces of the buffalo herds. He wrote, it should be observed, before the bison had been driven beyond the Mississippi:

To these [the licks], the cattle repair, and reduce high hills rather to valleys than plains. The amazing herds of buffalo which resort thither, by their size and number, fill the traveler with amazement and terror, especially when he beholds the prodigious roads they have made from all quarters, as if leading to some populous city; the vast space of land around these springs desolated as if by a ravaging enemy, and hills reduced to plains—for the land near those springs are chiefly hilly. These are truly curiosities, and the eye can scarcely be satisfied with admiring them.

LARGE GAME GENERALLY.

The early settlers found all varieties of large game known to this country and latitude here in great abundance, as the buffalo, bear, elk, deer, beaver, and otter, as well as the smaller animals that remain in diminishing numbers to this day. The first-named, it is said, was sometimes seen in droves at the salt licks, of seven to eight thousand. Dr. McMurtrie also notices the great buffalo trails. He says:

The roads opened by these animals, in their progress through the woods, may be reckoned among the natural curiosities of the State, being generally wide enough for a carriage or wagon way, in which the trees, shrubs, etc., are all trampled down, and destroyed by the irresistible impetus of the mighty phalanx.

Not one of these animals was left in Kentucky when the Doctor wrote in 1819. He says that the beaver had abounded within a few miles of Louisville, "and were we permitted to judge from the remains of their fortifications, we should pronounce them to have been the innumerable

possessors of the soil from time immemorial." He writes further

Every pond, creek, and river exhibits some traces of them, but their metropolis appears to have been situated about four miles east of Louisville, where, among a variety of extensive dams, I measured one whose length is 1,300 feet, height 8, thickness at the base 14, with a talus equal to 15° extending to the top. At the end of this bank, which runs perfectly straight and which is thrown upon a sloped in a most workmanlike style, is a second one stretching out nearly at right angles from it, in form of a crescent. Back of the latter may be seen their dens, which are disposed with great regularity, about twenty feet from the bank. Their covered ways, by which in times of low water they manage to secure a sufficiency of it, so as to conceal themselves in their passage to and from them, are also very visible. I have been informed by a respectable old gentleman who was among the earlier settlers, that when he first arrived here the beaver was sometimes seen in the neighborhood, and that at that time the great dam spoken of was at least fourteen feet high, a prodigious monument of the industry and skill of this social little animal.

The otter, formerly abundant in the Ohio and its tributary waters, had wholly disappeared from this region in 1819, though still caught in the Mississippi. Serpents were not numerous or dangerous, though sometimes huge rattlesnakes were encountered. The snapping-turtle was found in the river, sometimes of fifty to seventy pounds weight, also the lesser soft-shelled turtle, which was much esteemed by epicures. Deer still frequented the barrens, and were seen at times but a few miles from the town; while bears kept at a greater distance in the woods. "Foxes occasionally disturb the farmer's hen-roosts, and wolves now and then pick up a stray sheep; they are, however, neither very numerous nor fierce."

THE CLIMATE.

Dr. McMurtrie's observations upon the meteorology of this region are also valuable. He remarks:

It appears from a variety of thermometrical observations and comparisons, that the climate of this country is uniformly milder than that of the Atlantic States in the same parallel of latitude. This has been contested, but, until facts and the evidence of our senses are considered as inferior to theory, the position must be considered as correct. Among the most remarkable of the former, noticed by preceding and able writers, are the presence of the parakeet, thousands of which enlighten our woods winter and summer, the existence of many plants that cannot support the cold of the Atlantic States in the same latitude, the short duration of ice and snow, and finally by the prevalence of the southwesterly winds. The remark applied by Dr. Rush to the climate of Pennsylvania is equally true with respect to that of Kentucky (which is, in fact, the more disagreeable of the two), its most steady trait being its irregularity. Heat and cold succeed each other so rapidly and so often in the twenty-four

hours, that it is impossible to vary your dress so as to be comfortable under their changes.

A sketch of the weather during the last winter will convey as much information upon the subject as a volume. Early in the fall the Indian summer, as it is called, succeeded the autumn, and lasted four weeks, with occasional days of extremely cold weather; this was succeeded by a week of changes the most sudden and extraordinary I ever witnessed, the ponds in the town being frozen and thawed alternately during the same day, which was closed by a night equally as variable. The cold now appeared as though it had commenced in good earnest; during the space of three weeks it was very intense, quantities of drifting ice were seen on the Ohio, the ponds were incrustured by it three inches deep, when the wind, which had hitherto blown from the northwest, suddenly veering to the south and south-southwest, a warm rain fell, which dissolved the icy fetters of winter and again restored the Indian summer. Such was the mildness of the weather till the latter end of January, that the buds of the peach-tree were swelled, and had not a few frosty nights supervened they would have blossomed. On the 7th day of February the weeping willows were in leaf. From which time to the 1st of March the weather continued variable, but generally warm, at which period the cold of winter again assailed our ears and rendered welcome a blazing hearth.

Spring is unknown, the transition from winter to summer being almost instantaneous, the former concluding with heavy rains that I have known to last for three weeks nearly without intermission, at the expiration of which time summer is at hand.

The quantity of rain that falls here is quite considerable, which, together with the number of stagnant waters that are in the vicinity, occasion a humidity universally complained of; books, polished steel instruments, paper, and in fact everything that is not in daily use, proclaim its prevalence.

Thunder storms during the months of July and August are very severe, attended with great discharges of the electric fluid, sometimes as violent as any ever witnessed under the tropics, the thunder being of that pealing, rattling kind which would startle even a Franklin. The winds at such periods are all in wild confusion, blowing in various directions at various elevations from the earth's surface, as indicated by the courses of the 'scuds,' which I have remarked traveling to three different points of the compass at one and the same moment, with a degree of velocity far superior to any I have ever noticed, with the exception of those of the hurricanes of the East and West Indies. Awful is the scene presented in the forests at such periods. Naught is to be heard but the crackling of fallen timber, mixed with the roar of Heaven's artillery, and nothing to be seen but great branches wrenched and torn from the parent stem, which is the next moment leveled with the ground. Sometimes a single tree here or there in exposed situations is destroyed, then again whole acres are laid waste by its resistless fury. Happily for this country those of the first degree of violence are rare, while those of the second and third rates are not at all dangerous.

The quantity of snow and ice is very inconsiderable, the cold seldom being sufficiently intense to close the river, and the latter has not at any time since I have been a resident of the place exceeded two inches in depth at any one time. Sleighs are consequently strangers.

I am well assured from very unexceptionable authority that the climate of Kentucky has undergone a considerable change for the worse during the last twenty years. The seasons were formerly more distinct, the weather milder and more uniform, and thunder-storms very uncommon. The

only traces left of this happy state of things are now to be seen in the fall of the year, which is generally, though not always, remarkable for pleasantness. Condit is much more rapid here than in the Atlantic States, a remark made by several others beside myself. Whether this be owing to spongy and porous nature of the wood, arising from its rapid growth, or a greater quantity of oxygen existing in the atmosphere, I am at a loss to determine. The fact, however, may be relied on.

THE SOIL AND ITS CULTURE.

The Doctor's remarks upon the agricultural capabilities of this region, as they existed in his day, also have interest. He says:

Perhaps no city in the Union is supported by a more fertile and productive soil than Louisville. The lands throughout the county generally are well timbered, the first-rate being covered with walnut, mulberry, locust, beech, sugar-tree, cherry, pawpaw, buckeye, elm, poplar, and graperies, the two latter of which attain a most enormous size. I have frequently met with graperies in the Beargrass settlement measuring thirty-six inches in circumference, and as to the poplar it is proverbially gigantic. From six to ten feet is the usual diameter of these trees, and of the sycamore, one individual of which is said to be still standing in the interior, into whose hollow a gentleman assured me he had stepped with a measured rod twenty feet long, which grasping by its middle, he could turn in every direction. If in addition to this we consider the thickness of sound wood on each side of the tree necessary to sustain its tremendous and superincumbent weight, we may have some idea of this great monarch of the Western forest.

The second-rate lands produce dogwood, oak, hickory, and some sugar-trees; the third-rate nothing but blackjack oak and fir. Red cedar is found on the banks of the rivers and creeks, and white pine only in the mountains.

The first-rate lands were too strong for wheat, but were excellently adapted to corn, and in favorable seasons would yield one hundred bushels to the acre. When weakened by a few crops of corn, such ground would yield thirty bushels of wheat to the acre, or three hundred of potatoes, thirty-five to forty of oats, six to eight hundred pounds of hemp, or fifteen hundred to two thousand pounds of tobacco. The second and third rates of land will give yields in proportion. The Doctor adds:

An attempt to cultivate cotton has been made, but although on a small scale under the superintendence of a few good housewives it ripens extremely well, yet on a large one it has always failed.

The prices of lands at this time were \$10 to \$200 an acre, and in most cases the titles were doubtful. But, says the Doctor:

There are, however, seventy thousand acres of military surveys in the Beargrass settlement, which hold out the prospect of a golden fleece to the agricultural emigrant, not only from the great fertility of the soil and the undisputed validity of the title, but from the great price he can immediately obtain for every article he can raise, without any trouble or difficulty.

GEOLOGY OF THE COUNTY.

The following extracts are made from the report of the Geological Survey made in 1854 and subsequent years by David Dale Owen, first State Geologist, to whom Professor Robert Peter, of Lexington, was Chemical Assistant, and Mr. Sidney S. Lyon, of Louisville, Topographical Assistant.

JEFFERSON COUNTY.

The knob formation, very similar in its component members to that described at Button Mould Knob, extends into the southern part of Jefferson county, forming the range of knobs on the waters of Pond and Mill creek, their summits being capped with soft freestone, while the ash-colored shales, with the intercalations of encrinital limestones, form their principal mass, resting on black Devonian shale.

[The "Button Mould Knob," in Bullitt county, had been previously described as a celebrated locality for encrinites, having three or more encrinital beds, interstratified with the ash-colored shale, which form a remarkable steep glade on the southern side of the knob, the glade commencing one hundred and twenty-five feet below the summit of the knob. The following table is given of the composition of this eminence, which helps the reader to an understanding of the knobs in Jefferson county:

- Feet.
- 250. Summit of knob.
 - 235. Top of second bench of sandstone, in quarry.
 - 225. Top of ledge of first bench sandstone.
 - 200. Slope with sandstone.
 - 162. Lowest exposure of sandstone.
 - 110. Top of bare glade.
 - 105. *Orthis michellina* bed.
 - 100. *Orthis* Miscellina bed not abundant.
 - Ash-colored shale.
 - 97. Weathered-out carbonate of iron.
 - 95. Weathered-out carbonate of iron.
 - Ash-colored shales.
 - 80. Branching corallines.
 - 75. Weathered carbonate of iron.
 - 65. Encrinital limestone.
 - 60. Weathered carbonate of iron.
 - Ash-colored shale.
 - 49. Encrinital limestone.
 - Ash-colored shale.
 - 35. Encrinital limestone.
 - Ash-colored shale at base of bare glade.
 - 25. Black sheety Devonian shale extending to bed of creek.

Here, says the Report, we have nearly 100 feet of ash-colored shales exposed, in a bare glade, with repeated alternations of thin bands

of carbonate of iron, encrinital, argillaceous, and shell limestones, forming a remarkable feature of the landscape in the northern part of Bullitt county, adjoining Jefferson county.

The iron ore from this knob is described in the Chemical Report of the Survey as a fine-grained, compact carbonate of iron, interior gray, shading into rust-brown on the exterior, powder dull cinnamon color. An analysis exhibited 31.3 per cent. of iron—"an ore sufficiently rich for profitable smelting, which could be worked without much additional fluxing materials."]

Jefferson county affords the best exposures of the calcareous rocks, under the black slate belonging to the Devonian period, yet seen. The projecting ledges on the bank of the Ohio river, that appear in connected succession between the head and foot of the Falls, afford, probably, the best sections of these rocks in the Western States. We observe there the following succession and superposition :

1. Black bituminous slate or shale.
2. Upper crinoidal, shell, and coralline limestones above.
3. Hydraulic limestone.
4. Lower crinoidal, shell, and coralline limestones.
5. Olivianites bed.
6. *Spirifer Gregaria* and shell coralline beds.
7. Main beds of coral limestones.

These beds rest upon a limestone containing chain coral, which is seen just above the lowest stage of water, at the principal axis of the Falls, where the waters are most turbulent. Only a portion of the lower part of the black slate is seen immediately adjacent to the Falls. Its junction with the upper crinoidal bed, No. 2, of the above section, can be well seen below the mouth of Silver creek, on the Indiana side, where there is a thin, hard, pyritiferous band between the black slate and limestone, containing a few entrochites.

Three subdivisions may be observed in the upper coralline bed, No. 2, of this Falls section:

(A). White or yellowish white earthy fractured layers, containing, beside *Crinoidea*, a *Favosite*, a large *Leptæna* and *Atrypa prisca*, with a fringe.

(B). Middle layers, containing also a few *Cystiphyllæ*.

(C). Lower layers containing most *Cystiphyllidæ*, and on Corn Island remains of fishes. This is what has been designated as the Upper Fish Bed.

These crinoidal beds contain a vast multitude of the remains of different species of encrinets, mostly silicious, and more so than the imbedding rock, so that they often project and appear like black concretions. Remains of the *Actinocrinus abnormis*, of S. S. Lyon's report, are the most abundant. There is also a *Syringopora* and short, truncated *Cyathophyllum*. The *Cystiphyllum* is long, slender, and vermiculiform, sometimes extending to the length of fifteen inches or more; also a coralline, referrible either to the germs *Porites* or *Astræa*.

The hydraulic bed is an earthy magnesian limestone, in which the lime and silica are in the proportions of their chemical equivalents. It is variable both in its composition, thickness, and dip. In the upper part of the bed, where it contains many *Spirifer evatines* and *Atrypa prisca*, it is more silicious than that quarried for cement. At the head of the Falls it is eight feet above low water. At the foot of the Falls it is only four feet above low water; and at the quarry on the Indiana shore eleven to thirteen feet. Here there are twelve feet exposed, but only a foot to eighteen inches of it quarried for cement. At the Big Eddy it is twelve to thirteen feet above low water, and at the middle of the Falls as much as thirty-five feet above low water.

From the head to the foot of the Falls, the Ohio river falls nineteen to twenty-one feet, depending on the stage of the water, and the distance on the general line of dip, west by south, one and one-half miles. Hence there is an anticlinal axis about the middle of the Falls, not uniform, but undulating, amounting on the whole to upwards of thirty feet in three-fourths of a mile west by south. In the distance of four hundred and fifty yards from the quarry on the Indiana shore, down stream, the strata decline fifteen to sixteen feet. It is at the anticlinal above mentioned, where the steamboats so frequently scrape the rocks in gliding over the most turbulent portion of the Falls. It is thickest at the foot of the Falls, where it is twenty-one feet; it thins rapidly out in a northeast direction. At a distance of two and one-half miles nearly east, where it is seen in the northwest end of the Guthrie quarries, it is eighteen inches, and in a distance of three hundred yards to the southeast from this, it divides into two beds and thins away to a few inches. Where it is divided an

earthy limestone is interposed, not considered to possess hydraulic properties. It would seem, therefore, that the principal source of the hydraulic material was northwest of the main axis.

The limestone which lies below the hydraulic limestone, composed, in a great measure, of conminutur remains of crinoidea, affords also *Spirifer cultrigazalus*, a very large undescribed species of *Leptæna*, which has been referred by some of our geologists to the *Euglypha*, also *Atrypa prisca* and remains of fishes. This limestone is obscure on the middle of the Falls; to the east it is better defined. On Fourteen-mile creek it is eleven feet thick; near the mill, on the east side of the Ohio, it is only three feet to three feet eleven inches. At Big Eddy the place of this limestone is six feet above the top of the Lower Fish Bed, but it is very obscurely marked at this point. To the east, in Jefferson county, Indiana, it passes into a well-developed cherty mass of four or five feet in thickness, and is almost blended with the aforementioned cherty interpolations of the overlying beds.

Under the *cultrigazalus* bed succeeds the *Oli-vanites* bed, which is only six inches thick, near the mill on the south side of the Ohio, but attains a thickness of six or seven feet on Fourteen-mile creek, and runs down to a few inches at some places in the Falls.

The next layer which is recognizable is a cherty band charged with *Spirifer gregaria* of Dr. Clapp, and many small hemispherical masses of *Favosites spongites*, as at the foot of Little Island—one foot thick. Then comes a layer containing *conocardium sub-trigona* of D'Orbigny, layer hemispherical masses of *Stromatopora* and a *Ceipore*(?) three to five feet.

Next come the Lower Fish Beds, 19 feet in thickness, consisting of limestone containing a layer and beautiful species of undescribed *Turbo*, a large *Murchisonia*, a *Conocardium*, *Spirifer gregaria*, some small *Cyathophyllida*, and a *Leptæna*. The *Conocardium* layer is light gray and more granular than the upper part, and esteemed the best bed for lime on the Falls. The *Leptæna* lie mostly about two feet above the *Conocardium*.

Next come chert layers, underlaid by coral layers, containing *Favosites maxima* of Troost and *Favosites basaltica*, Goldfuss, which repose on a very hard layer.

The most of the remains of the fishes are found about three feet above the Turbo bed, but are more or less disseminated through the different layers, which have been designated as the Lower Fish Beds, and may therefore be subdivided thus:

1. Shell beds.
 - A. *Conocardium* bed, 7 inches.
 - B. *Leptæna* bed (also with some *conocardia*) 6 feet.
2. Parting chert layers, 3 feet.
3. Coral layers, 7 feet.
4. Very hard rock, 2 feet.

The principal mass of corals on the Falls of the Ohio, which must probably be grouped in the Devonian system, underlie these shell and fish beds just mentioned and repose upon a bed which can just be seen above the water level, at the principal axis, at extreme low water, which contains the chain coral and which appears to be the highest position of this fossil.

Amongst the main coralline bed of the Devonian period of the Falls may be recognized—

1. Dark-gray bed, containing large masses of *Favosites maxima* of Troost, *Zaphrentis gigantea*, and immense masses of *Favosites basaltica*, sometimes as white as milk, *Favosites* allied to *polymorpha*, but probably a distinct species, generally silicified and standing out prominently from the rock.

2. Black coralline layers, being almost a complete list of fossilized corals, amongst which a *Cystiphyllum*, *Favosites cronigera* of D'Orbigny, and *Zaphrentis gigantea*, are the most abundant. These black layers contain also large masses of *Syringopora*, a large *Turbo*, different from the species in the shell beds, also the large *Cyathophylliform Favosite*, allied to *polymorpha*, with star-shaped cells opening laterally on the surface of the cylinder, in pores visible to the naked eye, some *Cystiphyllum* carved into a semi-circle, large *Astrea pentagonus* of Goldfuss, silicified, prominent, rugged, and black: this is the so-called "buffalo dung."

The termination of these coralline beds of the the Devonian system probably marks the place of the conocardium calcareous grit of the falls of Fall Creek, Madison county, Indiana, and which is undoubtedly the equivalent of the Schoharie shell grit near Cherry Valley, in New York, which underlies the Onondaga limestone of the New York system. No vestige of this calcareous grit has yet been found on the Falls, but

there is reason to believe that it may be found in Jefferson county, about six miles above the Falls to the northeast, on the farm of the late Dr. John Croghan, on the head of the Muddy Fork of Beargrass; and if so, though the Devonian and Silurian are apparently, at first view, so blended together on the Falls of the Ohio, the horizon between the black coralline beds above and the chain coralline bed below, marks most satisfactorily the line of division between these two systems of rocks in Kentucky.

Time has not yet permitted a thorough investigation into the specific character of the numerous beautiful fossil shells, corals and fish remains which occur at this highly interesting locality. Hereafter it is proposed, if occasion offers, to give more full and specific details of these rocks and their imbedded organic remains.

As yet we have no good detailed sections of the Upper Silurian beds of Jefferson county, lying between the upper chain-coral bed and the magnesian building-stone. In the eastern part of Jefferson county, on Harrod's creek, a good section was obtained, showing the junction of the upper and lower beds with some of superior and inferior stratification.

The following is the section presented in the cut of Harrod's creek:

FEET.

240. Sneider House.
235. Magnesian limestone, below house.
220. Red chert, with *Spinea gregaria*, *Portes* and other fossils.
180. Top of third bench of magnesian limestone. Slope, with rocks concealed.
163. Base of third bench of magnesian limestone.
160. Top of second bench of magnesian limestone.
154. Base of second bench of magnesian limestone. Slope, with rocks concealed.
115. Base of overhanging ledge of cellular magnesian limestone.
110. Thin gray and reddish layers weathering and undermining the overhang of the magnesian limestone, perhaps hydraulic in composition.
107. Base of upper bench of the fall.
- Earthly rock with some magnesian, perhaps with hydraulic properties.
100. Earthy rock with less magnesian.
95. Earthy reddish and green layers, weathering with rounded surfaces like hydraulic limestone.
91. Hard grey siliceous limestone, projecting from the bank.
90. Soft argillaceous layer, decomposing under overhanging ledge above, partly hydraulic, upper two feet most coralline.
85. Hard layer on top of chert, at foot of creek.
84. Ash-colored, earthy hydraulic, lower layer with nearly vertical bedding at right angles to the bedding.

86. Top of ash-colored, earthy hydraulic layers.
80. Top of lowest layer, with vertical cross fracture. Junction of Upper and Lower Silurian formations.
79. Limestone, with *Orthis Lynx*.
78. Brown layer of limestone, with branching *Chonetes*.
76. Layer with *Cyathophylum*?
67. More marl.
65. Hard, thin layers of *Leptæna* limestone, with branching *Chonetes*.
59. Hard, thin layers of limestone, containing *Leptæna altonensis* and *Atrypa cepax*.
58. Hard layer, with irregular surface, four inches thick.
52. Hard layer, six inches thick.
50. Concretionary marly layer, containing *Leptæna planumbona*.
41. Irregular, light-colored layers, with remains of *Isotelus*, *Orthis*, etc., five inches thick.
- Dark, marly regular layer, containing branching *Chonetes*, nine inches thick.
40. Ash colored, irregular layers, containing small, branching *Chonetes*.
25. Fossiferous slabs, with *Orthis Lynx* and *Orthis formosa*.
22. Concretionary and marly, ash-colored layers, with *Orthis Lynx*.
6. Slabs, with *Atrypa cepax* and *M. desti*, at the junction of Harrod's creek with its Sneider branch.

The gregaria chert-bed lies on the Falls of the Ohio, about thirty feet above the base of the rocks of Devonian date. In this Harrod's creek section they were observed at two hundred and twenty feet, where the junction of the Upper Silurian and Lower Silurian occurs at eighty feet; hence, if the rocks of Devonian date have the same thickness in the eastern part of Jefferson county as in its northern confines, the Upper Silurian rocks have a thickness on Harrod's creek of one hundred and ten feet. It is probable, therefore, that the upper chain-coral bed, which marks the top of the Upper Silurian strata, is concealed ten feet up the slope, above the upper bench of protruding magnesian limestone in the above section.

Near the boundary between Jefferson and Oldham counties, the cellular beds of the magnesian limestones of the Upper Silurian period from the surface stratum, which is reached in sinking wells, and found, on account of its spongy character, very difficult to blast.

ANALYSIS OF ROCKS AND SOILS.

A large number of analyses of soils and rocks, from different parts of the county, were made by the chemist in the employ of the State; and we copy several of them, for whatever value they may have at this day:

Hydraulic limestone (unburnt), from the Falls of the Ohio at Louisville:

A greenish-grey, dull, fine, granular limestone; adheres slightly to the tongue, powder light-grey.

Composition, dried at 212° Fahrenheit:

Carbonate of lime	50.43-52.23	lime.
Carbonate of magnesia	18.97-18.89	magnesia.
Alumina and oxides of iron and magnesia	2.93	
Phosphoric acid	.06	
Sulphuric acid	1.53	
Potash	.32	
Soda	.13	
Loss	.10	
Silica and insoluble silicates	25.78	<div> <div>Silica,</div> <div>22.53</div> <div>Alumina colored with oxide of iron</div> <div>2.88</div> <div>Lime, magnesia, and loss,</div> <div>.32</div> </div>
	100.00	

The air-dried rock lost 70 per cent. of moisture at 212° Fahrenheit.

The analysis of this well-known water-lime will serve for comparison with that of other limestones supposed to possess hydraulic qualities.

Soil labeled "Virgin soil, from O'Bannon's farm, O'Bannon's Station, overlying cellular magnesian limestone of the Upper Silurian formation, twelve miles from Louisville."

Dried soil of a grey-brown color; some small rounded particles of iron ore in it. As this and the following soils were received just before this report was made up, there was not time for digestion in water containing carbonic acid, to ascertain the relative amount of matters soluble in that menstruum. They were therefore submitted to ordinary analysis, dried at 370° Fahrenheit.

The composition of this soil is as follows:

Organic and volatile matters	7.996
Alumina, and oxides of iron and magnesia	7.480
Carbonate of lime	.394
Magnesia	.240
Phosphoric acid	.205
Sulphuric acid	.082
Potash	.200
Soda	.042
Sand and insoluble silicates	83.134
Loss	.226
	100.000

The air-dried soil lost 4.42 per cent. of moisture at 370°.

Soil, labeled "Soil from an old field, over cellular magnesian limestone of the Upper Silurian formation, which lies from six to twelve feet beneath the surface. Has been from twenty-five to thirty years in cultivation; E. B. O'Bannon's farm."

Color of dried soil light greyish-brown, lighter than the preceding.

Composition, dried at 400° Fahrenheit:

Organic and volatile matters	4.506
Alumina, and oxides of iron and manganese	6.240
Carbonate of lime	.316
Magnesia	.200
Phosphoric acid	.191
Sulphuric acid	.067
Potash	.158
Soda	.070
Sand and insoluble silicates	88.318
	100.000

The air-dried soil lost 2.8 per cent. of moisture, at 300° Fahrenheit.

By comparison of the two preceding analyses it will be seen that the soil, which has been in cultivation from twenty-five to thirty years, has lost of its original value: First, it has lost organic and volatile matters, which is evinced also in its lighter color and in the smaller quantity of moisture which it is capable of holding at the ordinary temperature, but which was driven off at the heat of 400°. These organic matters absorb and retain moisture with great power. Besides the nourishment which organic matters in the soil give directly to vegetables, by their gradual decomposition and change, these substances also greatly increase the solubility of the earthy and saline ingredients in the soil, which are necessary to vegetable growth. Second, it has lost some of every mineral ingredient of the soil which enters into the vegetable composition; as lime, magnesia, oxide of iron, phosphoric acid, sulphur, and the alkalis. The only apparent exception to this is in the greater proportion of soda in the old soil than in the virgin soil. This increase may have been occasioned by the ordinary free use of salt on the farm, and its transfer to the cultivated field by the animals feeding on it.

It will be seen, in the third place, that the proportion of alumina and oxide of iron to the sand and silicates is smaller in the soil of the old field than in the virgin soil, cultivation having, perhaps, favored the washing down into the sub-soil those ingredients which are the most readily transported by water. To renovate this field to its original state would require the application of ordinary barn-yard manure, which contains all the ingredients which have been removed from it except the alumina and oxides of iron and

manganese. To supply these, if it be deemed desirable, the red sub-soil found on the washed slopes of the old field, presently to be described, would answer very well, applied as a top-dressing; but the immediate subsoil, next to be described, does not by its analysis promise to be of any service in this or in any other respect.

Would this be a good soil for the cultivation of the grape? If it has sufficient drainage to prevent the habitual lodgment of water in the sub-soil, there is nothing in the composition of the soil to forbid its use for this purpose. The soil which will produce good Indian corn will generally produce the grape. The vine requires for its growth and the production of its fruit precisely the same mineral ingredients which are necessary to every other crop which may be produced on the soil, differing in this respect from them only in the proportion of these several ingredients. The juice of the grape contains a considerable proportion of potash, much of which is deposited in the wine-cask, after fermentation, in the form of tartar (acid tartrate of potash), and which must be supplied to the growing vine from the soil to enable it to produce the grape. It has hence been generally believed that vineyard culture tends speedily to exhaust the soil of its alkalies, unless they are habitually re-applied in manures. This is true in regard to every green crop which is carried off the ground; as hay, turnips, potatoes, and especially tobacco and the fruits of the orchard; whilst the Indian corn and other grains carry off less of the alkalies, they also require and remove them in considerable proportion.

To return to the two comparative soil analyses. The difference between the proportions of the valuable ingredients of the two above stated may seem quite unimportant on a superficial examination; but when we apply these differences to the more than three million pounds of silver which are contained in an acre of ground, calculated only to the depth of one foot, we may see their significance. Thus the potash in the original soil is in proportion of 0.200 per cent., and in the soil of the old field in that of 0.138. This proportion gives 6,000 pounds of potash to the acre of earth one foot deep in the new soil, and 4,740 pounds only into the old, showing that if the old soil was originally like the neighboring virgin soil, it has lost, among other ingredients,

as much as 1,260 pounds of potash from the acre, within one foot of the surface only. To restore to it this amount of alkali alone would require the application of a large amount of ordinary manure.

Sub-soil, labeled "Sub-soil, seven to twelve inches under the surface, old field twenty-five to thirty years in cultivation, over cellular magnesian limestone of the Lower Silurian Formation, E. B. O'Bannon's farm, Jefferson county."

Color of the dried soil, light greyish brown.

Composition, dried at 400° Fahrenheit.

Organic and volatile matters.....	2.84
Alumina, and oxides of iron and manganese.....	6.335
Carbonate of lime.....	.256
Magnesia.....	.226
Phosphoric acid.....	.099
Sulphuric acid.....	.082
Potash.....	.181
Soda.....	.028
Sand and insoluble silicates.....	89.900
Loss.....	.049
	100.000

The air-dried sub-soil lost 2.98 per cent. of moisture at 400° Fahrenheit.

By the examination of this upper sub-soil it does not appear that any of the valuable ingredients of the surface-soil have lodged in it. It contains, it is true, more potash, and has less organic matter, but in other respects does not materially differ from the upper soil. A greater difference may be seen in the deeper sub-soil, the analysis of which will next be given.

Sub-soil, labeled "Red sub-soil, on the washed slopes of an old field, found almost universally a few feet under the surface, E. B. O'Bannon's farm, Jefferson county."

Color of the dried soil, light brick-red; it contains some small nodules of iron ore. Composition, dried at 400° Fahrenheit:

Organic and volatile matters.....	3.112
Alumina and oxides of iron and manganese.....	17.020
Carbonate of lime.....	.194
Magnesia.....	.366
Phosphoric acid.....	.497
Sulphuric acid.....	.088
Potash.....	.297
Soda.....	.111
Sand and insoluble silicates.....	77.434
Loss.....	.881
	100.000

The air-dried sub-soil lost 3.60 per cent. of moisture at 400° Fahrenheit.

Soil labeled "Soil from a poor point of an old

field, where gravel iron ore prevails, E. B. O'Bannon's farm, Jefferson county."

Color of the dried soil rather lighter than that of the preceding; soft pebbles of iron ore, very dark in appearance when broken. Composition, dried at 380° Fahrenheit:

Organic and volatile matters.....	4.390
Alumina and oxides of iron and manganese.....	11.840
Carbonate of lime.....	.236
Magnesia.....	.210
Phosphoric acid.....	.126
Sulphuric acid.....	.109
Potash.....	.239
Soda.....	.043
Sand and insoluble silicates.....	82.694
Loss.....	.458
	100.000

The air-dried soil lost 3.94 per cent. of moisture at 380° F.

The cause of the unproductiveness of this soil lies more in the state of aggregation than the composition, as shown by the chemical analysis. The valuable ingredients necessary to vegetable growth are contained in it in at least as large proportions as in the earth from the other portions of the field; but in this there is doubtless a larger quantity of them locked up in the pebbles of so-called iron ore, which the fibres of the vegetable roots cannot penetrate. If, by any means, these were to be disintegrated or pulverized, the soil would doubtless be rendered more fertile. Doubtless, if these several soils had been digested in the carbonated water, this one would have given up much less of soluble extract to that menstruum than the others. The iron gravel diffused through this soil has also been submitted to analysis.

Ferruginous gravel, labeled "Gravel of iron ore disseminated in the sub-soil over cellular magnesian limestone, E. B. O'Bannon's farm, Jefferson county."

Irregular tuberculated lumps, from the size of a large hickory nut down to that of a mustard seed, easily broken, fracture showing a general dark appearance like that of peroxide of manganese; some of the lumps presented some included lighter earthy matter like clay; powder of a snuff-brown color. It dissolved in hydro-chloric acid with the escape of chlorine. It contained no protoxide of iron, but much oxide of manganese.

Composition, dried at 212° Fahrenheit:

Oxide of iron and alumina.....	33.90
Brown oxide of manganese.....	4.23
Carbonate of lime.....	.58
Carbonate of magnesia.....	1.22
Alkalies and acids not estimated.....	
Silex and insoluble silicates.....	58.18
Combined water.....	8.20
Loss.....	1.64
	100.00

Dried at 212°, it lost 2.80 per cent. of moisture.

Limestone, labeled "Cellular (magnesian?) Limestone, found about six to ten feet under the surface of the ground, where the preceding soils were collected, O'Bannon's farm, Jefferson county."

A light grey, friable cellular rock, layers and cavities covered with minute crystals. Composition dried at 212° Fahrenheit:

Carbonate of lime..... (28.49 lime)	50.76
Carbonate of magnesia.....	45.00
Alumina, oxides of iron and manganese, and phosphates.....	1.78
Sulphuric acid.....	.04
Potash.....	.21
Soda.....	.35
Silex and insoluble silicates.....	2.48
	100.62

The air-dried rock lost 0.20 per cent. of moisture at 212°.

Soil, labeled "Virgin soil, over compact magnesian building-stone of the Upper Silurian formation, White Oak Ridge, at Pleasant Grove Meeting-house, William Galey's farm, Jefferson county. (This soil is considered not more than one-half as productive as that over the cellular magnesian limestone)."

Dried soil of a dirty grey-buff color. Composition, dried at 400° Fahrenheit:

Organic and volatile matters.....	3.761
Alumina, and oxides of iron and manganese.....	6.952
Carbonate of lime.....	.156
Magnesia.....	.240
Phosphoric acid.....	.083
Sulphuric acid.....	.310
Potash.....	.177
Soda.....	.801
Silex and insoluble silicates.....	38.294
	100.039

The air-dried soil lost 3.22 per cent. of moisture at 400°. Contains less organic matters, phosphoric acid, and alkalies, and a large proportion of sand and silicates, than the soil over the cellular magnesian limestone.

Limestone, labeled "Magnesian Building

Stone, found under the preceding soil, Upper Silurian formation, same locality as the last, Jefferson county."

A fine-grained, light-grey limestone; weathered surface, having a buff discoloration, with peroxide of iron; under the lens appears to be made up of a mass of pure crystalline grains.

Composition, dried at 212° Fahrenheit:

Carbonate of lime (31.62 of lime)	56.36
Carbonate of magnesia	37.07
Alumina, oxides of iron and magnesia, and phosphates	1.28
Sulphuric acid, a trace	
Potash .....	.33
Soda .....	.35
Silex and insoluble silicates	5.68
	101.07

The air-dried rock lost 0.10 per cent. of moisture at 212°.

This is probably a very durable stone; and, in consequence of its very slow disintegration, can communicate very little soluble material to the soil above it. It resembles a good deal in composition the magnesian building-stone from Grimes's Quarry, in Fayette county, which is remarkable for its great durability amongst the rocks of that region.

Soil, labeled "Soil, ten miles from Louisville, on the Salt river road, thirty or forty years in cultivation; primitive growth, beech, and some poplar and gum. Jefferson county, Kentucky."

Color of the dried soil, dark yellowish-grey. A few small rounded ferruginous pebbles were removed from it by the coarse sieve. Washed with water, it left 76.33 per cent. of sand, etc., of which all but 4.37 per cent. was fine enough to go through the finest bolting-cloth. This coarser portion is composed of rounded grains of hyaline and yellow quartz, with ferruginous particles. One thousand grains of the air-dried soil, digested for a month in water containing carbonic acid, gave up nearly two grains of light-brown extract, which had the following composition:

GRAINS.	
Organic and volatile matters	0.370
Alumina, oxides of iron and manganese, and phosphates .....	.114
Carbonate of lime .....	.880
Magnesia .....	.052
Sulphuric acid .....	.081
Potash .....	.044
Soda .....	.081
Silica .....	.200
	1.822

The air-dried soil lost 3.1 per cent. of moisture at 400° F., dried at which temperature it has the following composition:

Organic and volatile matters	4.231
Alumina	3.580
Oxide of iron	4.421
Carbonate of lime .....	.230
Magnesia .....	.359
Brown oxide of manganese .....	.445
Phosphoric acid .....	.262
Sulphuric acid .....	.084
Potash .....	.045
Soda	
Sand and insoluble silicates	86.006
Loss .....	.110
	100.000

Sub-soil, labeled "Subsoil, ten miles from Louisville, on the Salt river road, field thirty to forty years in cultivation. Jefferson county, Kentucky."

Color of the dried sub-soil a little lighter than that of the soil above it. The coarse sieve removed from it some rounded particles of ferruginous mineral and a few milky quartz grains about the size of mustard-seed. Washed with water, this sub-soil left 70.7 per cent. of sand, etc., of which all but 14.47 per cent. passed through the finest bolting-cloth. This coarser portion consisted principally of clear grains of quartz, more or less rounded, with some rounded ferruginous particles. One thousand grains of the air-dried soil, digested for a month in water containing carbonic acid, gave up more than five grains of brown extract, dried at 212°, which had the following composition:

GRAINS.	
Organic and volatile matters	2.100
Alumina, oxides of iron and manganese, and phosphate .....	.863
Carbonate of lime	1.713
Magnesia .....	.133
Sulphuric acid .....	.125
Potash .....	.048
Soda .....	.012
Silica .....	.200
	5.191

The air-dried soil lost 3.175 per cent. of moisture at 400° F., dried at which temperature it has the following composition:

Organic and volatile matters	4.683
Alumina	3.245
Oxide of iron	4.130
Carbonate of lime .....	.195
Magnesia .....	.335
Brown oxide of manganese .....	.370
Phosphoric acid .....	.295

Sulphure acid.....	985
Potash.....	243
Soda.....	651
Sand and insoluble silicates.....	83 805
Loss.....	203
	190 000

This would be good soil, if it were drained.
The sub-soil is rather richer than the surface soil.

CHAPTER II.

CIVIL ORGANIZATION—JEFFERSON COUNTY.

"Virginia"—The County of Fincastle—"Louisiana"—
"Ohio"—The Indian Claims Relinquished—"Tennessee."
"Cantuckey," "Transylvania"—The County of Kentucky
—Colonel John Floyd—Jefferson County—Its Ancient
Limits—Fayette and Lincoln Counties—Counties Carved
from Jefferson—The First Officers of Jefferson County.
Some other Historic Matters.

"VIRGINIA."

The territory to the south of the Ohio, at least within the latitudes of Virginia, was held by the English Government, under the discoveries by Sir Walter Raleigh, in the valley of the James river. That part of it now lying within the boundaries of the State of Kentucky was included in the grants bestowed by the royal patent upon Sir Walter in 1584, and in the charter granted to the Colony of Virginia. In this was presently formed

THE COUNTY OF FINCASTLE.

This was an immense tract, large as several of the present States of the Union, and stretching virtually from the further borders of the county now existing under the name in Virginia to the Mississippi. It included the whole of the Kentucky country.

"LOUISIANA."

By right of discovery, however, the French had long before claimed the entire valleys of the Mississippi and the Ohio, with the whole of Texas and the region of the great lakes. So lately as 1782, when the preliminaries of peace between Great Britain and her revolted American colonies were being discussed at Paris, both France and Spain made protests against the Illinois country, conquered by George Rogers Clark in 1778, being considered as British territory, to be ceded to the United States as a part of its

conquest; and it was only by virtue of Clark's conquest that the claim of the new Republic was finally allowed.

Upon one of the old maps the whole of this vast region is designated as "Canada, or New France," with "La Louisiane" as an integral part. But others, including the great map of Franquelin, who was official hydrographer to the king, represent the domain in two separate divisions, New France and Louisiana. The boundary between them was drawn by Franquelin from the Penobscot river to the south end of Lake Champlain, thence to the Mohawk, crossing it a little above the site of Schenectady, thence by the sources of the Susquehanna and the Alleghany, the south shore of Lake Erie, across Southern Michigan to the head of Lake Michigan, and northwestward to the headwaters of the Mississippi. All south of that line was "La Louisiane." The tract occupied by Louisville and Jefferson county, then, was originally a part of the far-reaching French province of Louisiana.

The result of the French and Indian war of 1755-62 was to transfer to the crown of Great Britain all the possessions and territorial claims of France east of the Mississippi, except some fishing stations. The Kentucky region, therefore, passed into the undisputed possession of the British Crown.

"OHIO."

Upon the second map of Lewis Evans, published in Philadelphia in 1764, the Kentucky country is shown for the first time in cartography, and is designated, as well as the great tracts to the north of the Beautiful river, as "Ohio." There was no reason, however, in the governmental arrangements of that time, for such designation. Ohio was not yet known as the title of any political division. Mr. Evans simply fell into one of the blunders which abounded among the geographers of the period.

THE INDIAN CLAIMS RELINQUISHED.

November 5, 1768, by the treaty of Fort Stanwix, the all-conquering Six Nations, and the Delawares, Shawnees, and Mingoes of Ohio, granted unto the Crown of Great Britain all their territory south of the Ohio and west of the Cherokee or Tennessee river, back of the English settlements, for the sum of £10,460, or about \$50,000.

The Five Nations, or Iroquois, had previously, in 1846, in a treaty at Albany between their chiefs and Lord Howard, Governor of the Colony of Virginia, associated with Colonel Dungan, Governor of the Colony of New York, placed themselves under the protection of the British Government and made a deed of sale to it of the vast tract south and east of the Illinois river, and extending across Lake Huron into Canada. The present land of Kentucky was included in this immense cession.

"LOUISA"—"CANTUCKEY"—"TRANSYLVANIA."

In the autumn of 1774 nine North Carolinians, of whom the leader was Colonel Richard Henderson, made overtures for a treaty with a branch of the Cherokee Indians, which was completed March 17, 1775. By this the Indians assumed to cede, for the consideration of £10,000, no less than seventeen millions of acres, extending from the Cumberland to the Kentucky rivers, and bounded on the south by a line drawn from the headwaters of the most southerly branch of the Cumberland to the summit of Powell's mountain, and thence to the most northerly branch of the Kentucky. Colonel Henderson in his journal designates this tract as "Louisa" and "Cantuckey"—the first name being derived from what was understood to be the English name of the Cuttawa, Chenoca, or Kentucke river. Upon it, however, when Daniel Boone and his companions had made the famous "trace" into the promised land, from the Long Island in the Holston river to the present site of Boonesborough—the company was to attempt to found the colony of Transylvania. In April they laid off the village at "Fort Boone," and soon after appointed the 23d of May for a meeting of delegates. Six members of the "House of Delegates or Representatives of the Colony of Transylvania" attended on that day "under the divine elm," to represent the town of Boonesborough, three for Harrodsburg, and four each for the Boiling Spring Settlement and the town of St. Asaph. A miniature legislature was organized—"the first Anglo-American government on the west side of the Alleghany range of mountains." The colony seems already to have been formed and named merely by the will of the proprietors. Bills were duly introduced, read twice, and passed, addresses voted to the company, and a compact

between them and the people entered into. The proprietors, as a self-appointed governing council, passed finally upon all measures, and signed or disapproved them. The "House of Delegates" was in session five days, and then adjourned to meet at Boonesborough in September. It never re-assembled, but a petition "to the Honorable the Convention of Virginia," was sent, probably in December, 1775, from "the inhabitants, and some of the intended settlers of that part of North America now denominated Transylvania," praying for relief against the exactions of the proprietors.

In September a meeting of the company had been held, at which James Hogg was appointed to represent the "colony" in the Continental Congress, and present a memorial asking the admission of Transylvania into the Union of Colonies. It is needless to say that neither he nor it was admitted. A large number of persons were persuaded or hired by the company to go into the new country; but its sort of proprietary government proved unpopular, and its title was presently altogether invalidated by the Virginia Legislature, under a wise and ancient colonial policy which forbade transfers of territory by the Indians to private persons, as contrary to the chartered rights of the colonies. In November, 1778, that body passed the following:

Resolved, That all purchases of land, made or to be made, of the Indians within the chartered bounds of this Commonwealth, as described by the constitution or form of government, by any private persons not authorized by public authority, are void.

Resolved, That the purchases heretofore made by Richard Henderson & Company, of that tract of land called Transylvania within this Commonwealth, of the Cherokee Indians, is void.

Thus passed away the transient glory of Transylvania. Ample compensation was made to the company, however, by the grant of two hundred thousand acres of land, in a tract twelve miles square on the Ohio, below the mouth of Kentucky river. The musical name was preserved for nearly seventy years, in the designation of Transylvania university, at Lexington.

THE COUNTY OF KENTUCKY.

For a few years the great county of Fincastle exercised nominal jurisdiction over the bears and wolves, the panthers and buffaloes, the roaming Indians, and the handful of whites already on the Dark and Bloody Ground. The few civilized

immigrants that first made their way into the deep wilderness found, however, no protection or aid in the far-away colonial or county government, and were altogether a law unto themselves.*

The first subdivision or county organization really known to the great wilderness tract since covered by the State of Kentucky was the "County of Kentucky," formed from the western part of Fincastle county, by the Virginia Legislature, on the 31st of December, 1776, soon after the independence of the colonies was declared. George Rogers Clark, then a young major in the Virginia militia, must be regarded as the father of the new county. The story of his journeyings on foot through the wilderness, his securing ammunition for the defense of the infant settlements, and his procurement, as a delegate to the Virginia House of Burgesses, of the erection of the county of Kentucky, has been told in part in our General Introduction, in the biographical sketch of General Clark, and need not be repeated here. The young major had procured the act for the erection of the county, while he was on the expedition after the powder and lead for the Kentucky settlers.

This gigantic county comprehended, in the definitions of the creative act, "all that part thereof [of Fincastle county] which lies to the south and westward of a line beginning on the Ohio river, at the mouth of Great Sandy creek, and running up the same and the main or northeasterly branch thereof to the Great Laurel ridge or Cumberland mountain, thence south-westerly along the said mountain to the line of North Carolina." It includes substantially what now belongs to the State of Kentucky.

The chief official of such subdivision in those days was a "County Lieutenant," or Governor. In 1778 Thomas Jefferson, then Governor of Virginia, appointed as such officer Colonel John Bowman, who had been made a colonel of militia in the county, by commission of Governor Patrick Henry, soon after it was formed. The county was also entitled to a court of its own, a sheriff, and other customary officers. The first court of general quarter sessions of the peace for the county sat at Harrodsburg in the spring of 1777, composed of Justices John Bowman,

John Todd, John Floyd, Benjamin Logan, and Richard Callaway, with Levi Todd as clerk. April 18, of this year, Colonels Richard Calloway and John Todd were chosen burgesses to represent Kentucky county in the General Assembly of the Old Dominion. General Green Clay, Colonel John Miller, 'Squire Boone (brother of Daniel Boone), and Colonel William Irvine, were afterwards members of the same body from Kentucky. Substantially the same tract, but now divided into three counties, was subsequently, June 1, 1792, admitted into the Union as a sovereign State.

COLONEL JOHN FLOYD.

One of the most notable men of the early day was Colonel Floyd, one of the first justices of the court of quarter sessions, whose name is prominent in the annals of Jefferson county, and from whom Floyd county, on the Indiana side of the Falls, takes its name. The Hon. James T. Morehead, in his Address in Commemoration of the First Settlement of Kentucky, at Boonesborough May 25, 1840, pays this tribute to Colonel Floyd:

Towards the close of the year 1773 John Floyd came to Kentucky, like Bullitt and Taylor, on a surveying excursion. A deputy of Colonel William Preston, principal surveyor of Fincastle county, of which the region in Virginia west of the mountains was then a part, he made many surveys on the Ohio, and belonged to the party that was recalled by Lord Dunmore, in consequence of the dangers attending the performance of their official duties. Colonel Floyd returned in 1775, and became a conspicuous actor in the stirring scenes of the drama. Alternately a surveyor, a legislator, and a soldier, his distinguished qualities rendered him at once an ornament and a benefactor of the infant settlements. No individual among the pioneers was more intellectual or better informed; none displayed, on all occasions that called for it, a bolder and more undaunted courage. His person was singularly attractive. With a complexion unusually dark, his eyes and hair were deep black, and his tall, spare figure was dignified by the accomplishments of a well-bred Virginia gentleman.

JEFFERSON COUNTY.

In May, during the session of 1780, the population of the county of Kentucky having grown sufficiently to create demands for and warrant the measure, the huge county was divided by the Virginia Legislature into three governmental subdivisions, known respectively as Jefferson, Fayette, and Lincoln counties. The second, named from General the Marquis de la Fayette, included that part of the larger county "which lies north of the line beginning at the mouth of the Ken

*There were already, in 1773, it is said, sixty-nine voters upon the present tract of Kentucky.

tucky river, and up the same to its middle fork to the head; and thence southeast to Washington line"—which formed the present boundary between the States of Kentucky and Tennessee, the latter of which was about that time known as the "District of Washington."

Jefferson county, named from Thomas Jefferson, author of the Declaration of Independence and afterwards President of the United States, but just then Governor of Virginia, took in all "that part of the south side of Kentucky river which lies west and north of a line beginning at the mouth of Benson's big creek, and running up the same and its main fork to the head; thence south to the nearest waters of Hammond's creek, and down the same to its junction with the Town fork of Salt river; thence south to Green river, and down the same to its junction with the Ohio."

The rest of the older Kentucky county was embraced within the limits of Lincoln county, which took its name from General Benjamin Lincoln, a distinguished soldier of the Revolution.

Jefferson was originally an immense county, as may be inferred from the fact that out of it have been carved, wholly or partly, twenty-eight other counties. Less than four years after its formation, in October, 1784, Salt river was taken as the dividing line for a new county, which was called Nelson. Subdivisions of the other counties were made in 1785 and 1788, so that there were nine counties—Jefferson, Nelson, Fayette, Bourbon, Mason, Woodford, Lincoln, Mercer, and Madison—in Kentucky when it was admitted into the Union. The counties which have since been formed directly from Jefferson are Shelby, in 1792; Bullitt (partly), in 1796; and Oldham (in part), 1823. Washington, "the first-born of the State," 1792; Hardin, Henry, Ohio, and twenty other counties have been erected upon the territory originally assigned to Jefferson.

The first officers appointed to this county by the organic act of the Legislature, after the manner of the time, were John Floyd colonel, William Pope lieutenant colonel, and George May surveyor. Each of the new counties had a county court or court of general quarter sessions of the peace, which met monthly, and a court of common law chancery jurisdiction, in session once a quarter, with an abundance of magistrates

and constables. There was as yet, however, no tribunal for the trial of high crimes, as the court of quarter sessions could take cognizance only of misdemeanors; but the defect was remedied early in 1783, when Kentucky was made a judicial district and a court established which had full criminal and civil jurisdiction. It was opened at Harrodsburg the same season. John Floyd, of Jefferson county, and Samuel McDowell, were judges; Walker Daniel was prosecuting attorney, and John May clerk.

We subjoin an historic note or two found among our memoranda:

A QUARTER-CENTURY'S GROWTH.

Some figures reported by the city civil engineer, of Louisville, in 1866, exhibit in brief compass the growth of the county in wealth and power from 1840 to 1866. In the former year the valuation of the State (excluding vehicles, time-pieces, pianos, and plate) was \$272,250,027, and that of Louisville and Jefferson county was \$26,162,463, or nearly one-tenth of the entire State. In 1844 the valuation was reported at but \$18,621,339, the next year \$21,270,500, in 1846 \$22,940,533, and 1847 \$24,206,443. The next year the city and county regained and passed the figures of 1840, having \$26,697,663; in 1849 it was \$27,974,735; in 1850, \$29,187,023. The State valuation this year was \$299,381,809, so that the city and county had again pretty nearly one-tenth of the whole. The figures for the next decade are: 1851, \$32,830,347; 1852, \$35,236,899; 1853, \$42,106,310; 1854, \$49,755,832; 1855, \$47,031,150; 1856, \$44,533,518; 1857, \$50,034,033; 1858, \$50,443,532; 1859, \$52,407,083; 1860, \$54,680,868. The valuation of the city and county had now grown to about one-ninth of the whole. The average annual increase during the previous twenty years had been but about \$13,000,000 in the State; while it had been nearly \$1,400,000 a year in the city and county, showing a very satisfactory rate of gain. The valuation of the latter in 1860 was more than one-half that of the entire State (\$108,549,638) thirty years ago. In 1861 the local valuation was \$50,492,510; 1862, \$36,711,943; 1863, \$41,676,811; 1864,

\$55,141,938; 1865, \$62,211,339; 1866, \$76,028,753. There was much fluctuation in these years; but while the State valuation had fallen off between 1860 and 1866 about \$20,000,000 a year, that of the city and county had increased \$21,347,685, or about \$3,500,000 per annum. In the latter year the city and county contributed very nearly one-fifth of the whole revenue of the State, and their valuation was three-fourths of that of the State in 1830, one-fourth of that in 1840 and 1850, one-seventh of that of 1860, and one-fifth of all in 1866.

THE FIRST COUNTY AGRICULTURAL SOCIETY, so far as we have been able to learn, was formed in 1837. The following-named were its officers in 1844: Stephen Ormsby, president; Lawrence Young and E. D. Hobbs, vice-presidents; William Mix, secretary and keeper of the funds; George W. Weissinger, corresponding secretary; J. W. Graham, L. Sherley, S. Brice, H. Arterburn, S. Brengman, executive committee. Meetings were held twice a year, in the fall and the spring, at the former of which premiums were awarded.

CHAPTER III.

COURTS AND COURT-HOUSES.

The Old County Court—The Circuit Court—The Court of Common Pleas—The County Court—The County Judge—The City Courts—A Reminiscence of 1730—Mr. Flint's Notes—The County Court-house—The Old "Gaol"—The New Jail.

THE OLD COUNTY COURT.

This was a monthly court established by the former constitution, held in each county at the places assigned for the purpose and on the days fixed by law, and at no other time and place. It was composed of the justices of the peace appointed for the county, three of whom were sufficient to constitute a quorum. It had power to recommend the appointment of the surveyor, coroner, and justices of the peace, and itself to appoint inspectors, collectors, and their deputies, surveyors of highways, constables, jailors, and other minor officers. Its further jurisdiction was thus defined by the act of 1796:

The County Courts shall and may have cognizance, and shall have jurisdiction of all causes respecting wills, letters of administration, mills, roads, the appointment of guardians and settling of their accounts, and of adjusting deeds and other writings to record; they shall superintend the public inspections, grant ordinary licenses, and regulate and restrain ordinaries and tippling-houses, and appoint processoners; they shall hear and determine, according to law, the complaints of apprentices and hired servants, being citizens of any one of the United States, against their masters or mistresses, or of the masters and mistresses against the apprentices or hired servants; they shall have power to establish ferries and regulate the same; and to provide for the poor within their counties.

In 1844-45 as many as twenty-five justices composed the county court of Jefferson county.

THE CIRCUIT COURT.

The system of circuit courts was substituted in 1802, under the act of Legislature passed in November, 1801, after the adoption of the second State constitution, for the old system of district and quarter-sessions courts. Under this the courts had jurisdiction in all causes, matters, and things, at common law and chancery, within their respective circuits, except in causes where the property or claim in controversy was of less value than £5, and also in some few other specified cases.

December 19, 1821, authority was given this court by the Legislature to purchase sites and provide for the erection of poor-houses thereon.

When the new constitution was adopted in 1850, it was provided that each county then existing, or thereafter to be erected in the Commonwealth, should have a circuit court. The first election of circuit judges occurred on the second Monday in August, 1856, and elections of said officers have since been held every six years, on the first Monday of August. An eligible candidate for the office must be a citizen of the United States, a resident of the district for which he may be a candidate at least two years next before his election, must be at least thirty years of age and a practicing lawyer at least eight years, which term, however, may include any time he has served upon the bench of a court of record. After the first term under the constitution, the judges hold their offices for terms of six years. They receive their commissions from the Governor and hold until their successors are qualified, but are removable from office in the same manner as a judge of the Court of Appeals. The removal of a judge from his district vacates his office. When a vacancy

occurs the Governor issues a writ of election to fill it for the remainder of the term, unless that remainder be less than one year, when the Governor appoints a judge.

Each judge of the circuit court is a conservator of the peace throughout the State, and may grant writs of error *certiorari et nobis*. He may exchange circuits with another judge, unless a majority of the members of the bar prefer to elect a special judge to act temporarily in his stead. When this is done the attorneys retained in a case about to be tried are not allowed to vote for the special judge. He may hold a special term, whenever the business demands it, in any county in the district, to try penal, criminal, and chancery cases, or any class of them, and may order a grand and petit jury to be impaneled for any special term, in term-time or during vacation. If he fail to attend a term, or, being present, cannot properly preside in a cause or causes pending, the attorneys of court who are in attendance, with the exception above noted, may elect one of their number in attendance to hold the term, and he shall preside and adjudicate accordingly. More recently the provision has been extended to include equity and criminal courts. The judges are paid each \$3,000 per annum, and in criminal or penal prosecutions, if a judge is assigned to hold court in another district than his own, he is allowed his traveling expenses and \$10 a day while holding the court.

The circuit court assumes original jurisdiction of all matters at law and equity within this county, except those of which jurisdiction is exclusively lodged in another tribunal, and is fully empowered to carry into effect its jurisdiction. When the debt sued for is less than \$50, it has jurisdiction of an attachment of lands. The General Assembly has power to alter the jurisdiction of the court, but not to change the judicial districts except when a new one is added. Appeals on writs of error may be made to this court from the decisions of county courts in the same county, in all controversies relating to the establishment, alteration, or discontinuance of ferries, roads, and passages, and in cases arising from the probate of wills and from orders concerning mills or water-works, or refusing or allowing dams to be built, a cross water-courses, or from judgments in bastardy cases, or judgments and final orders in penal cases. Appeals lie to it

from decisions of the quarterly courts and of justices of the peace and other tribunals having a similar civil jurisdiction as justices of the peace, in all civil cases when the amount in controversy is \$20 or more, exclusive of interest and costs; and in all actions of trespass or trespass upon the case, before justices of the peace, the aggrieved party has the right of appeal to the circuit court of the same county.

A Commonwealth's or State's attorney is also elected in each district; and a clerk of the circuit court is elected for each county. The Commonwealth's attorney in the Ninth district is entitled to forty per cent. of the amount of all judgments returnable to or for appearance in the Jefferson circuit court. In other counties of the State the fee is thirty per cent., unless the judgment is less than \$50, when he receives \$5 instead. Once every four years, and oftener in case of a vacancy, the judge appoints a master commissioner for the court. When a receiver is to be appointed in a case, the judge may appoint, if the parties fail to do so, and may likewise appoint examiners to take depositions. For Jefferson county, the office of interpreter of the circuit court was specially created by legislative act February 4, 1865. The incumbent thereof is appointed by the court, and is removable at the pleasure of the judge. He may appoint the same person who is serving as interpreter in the city court of Louisville. Such officer must be thoroughly competent to speak both English and German, is to hold his office, unless removed, for one year from date of appointment, and receive a salary of \$500 a year.

The Ninth Judicial district consisted for a number of years of Jefferson, Shelby, Oldham, Spencer, and Bullitt counties, but is now coincident with Jefferson alone. In 1838 Jefferson and Oldham composed the circuit.

THE COURT OF COMMON PLEAS.

This court was established by law February 8, 1867. It is virtually in perpetual session, and all summons executed in any action in said court in Jefferson county for twenty days, or for thirty days in any other county of the State, is sufficient to authorize a plaintiff or defendant to set his action on the trial-docket for trial or hearing. Actions in the court not contested are tried or heard in open court as they are placed for trial

and called upon the trial docket, unless the judge takes time to consider the law or fact in such action, or time is given for argument of either the law or fact of the case, when the court may lay over the action to a future day.

If the judge of the court of common pleas is at any time disabled from discharging his duties, an election is held by the attorneys participating in said court, for a judge *pro tempore*, who must be one of their own number. Upon election, he possesses the same powers, and draws during his period of services the same salary, *pro rata*, as the regular judge.

The judge of this court may appoint commissioners to take depositions for the court. This court is for Jefferson county alone.

THE COUNTY COURT.

A county judge is elected in each county, whose term of office is four years. He holds the quarterly courts, in which his jurisdiction is concurrent with justices of the peace, in all civil cases, in both law and equity. He has also jurisdiction throughout the county in proceedings against constables for defalcations in office, and has concurrent jurisdiction with the circuit court in all civil cases where the amount in controversy does not exceed \$100, exclusive of interest and costs, and where the title or boundary of real estate is not in question. Land is not levied on or sold under execution from the quarterly court; but where any such execution has been returned as finding no property, in whole or in part, a certified copy of the judgment and execution may be filed in the clerk's office of the county in which the judgment was rendered, which shall be copied in a book kept for the purpose. The court may appoint a clerk, who has power to issue summons, subpoenas, executions, etc. At its quarterly sessions it makes all necessary orders relating to bridges, changes or erections of precincts, and such matters as in other States are usually confided to boards of supervisors or county commissioners.

THE COUNTY JUDGE

is the probate judge or surrogate judge of the county. His court is held quarterly, and must remain in session until business on the docket is disposed of. In it wills are proved, administrators' and executors' business transacted, and the customary matters relating to estates of deced-

ents are heard and determined. The judge has exclusive jurisdiction to grant administration on estates of deceased persons in Kentucky. He may appoint or remove guardians; he has concurrent jurisdiction with justices of the peace in all cases of riots and breaches of the peace, and of all misdemeanors under the common law or statutes of the Commonwealth. He is a conservator of the peace in his county, and has all the powers of a justice of the peace in penal and criminal proceedings and in courts of enquiry. He has appellate jurisdiction of the judgements of a justice, when the amount in controversy is \$5 or more, but not of judgments on injunctions of forcible entry and detainer. He has concurrent jurisdiction with the circuit court where the sum in controversy, exclusive of interest and costs, does not exceed \$100, and where the title or boundary of real estate is not in question. He is *ex-officio* presiding judge of the quarterly court; when the sum in controversy in that court is above \$16, without reckoning interest and costs, either party to the case may have a change of venue to the circuit court of the same county, by order of a circuit judge, upon the party desiring the change making affidavit that he does not believe he can obtain a fair trial before the presiding judge. And when the county judge has not his office at the county-seat or within one mile of it, or is absent from his office, the clerk of the county court may issue the summons in an action in the quarterly court in the same manner, and under the same circumstances as the judge, and also subpoenas for witnesses, and shall be allowed the same fees as the judge.

In his own court, or in the circuit court of his county, the county judge is authorized to grant injunctions and attachments at common law or in chancery. He has jurisdiction to hold inquests upon idiots and lunatics. He shall be his own clerk, with the powers and duties of clerks of such courts, and must keep a record of his proceedings. For all services rendered in the quarterly court, where their jurisdiction is concurrent with the circuit court, the county judge is entitled to the same fees allowed by law to the clerks of circuit courts for similar services, and where his jurisdiction is concurrent with justices of the peace, he is entitled to justices' fees in like causes. He also examines and audits the accounts of the commissioners of common

schools, for services rendered. He holds his office for the term of four years.

THE CITY COURTS.

The city of Louisville has its own chancery court and city court.

The act of General Assembly approved March 26, 1872, provides for the election of a vice-chancellor for the period of six years, to discharge the duties of chancellor in case of his absence or incapacity for other reason to sit in a cause, and also to hear and determine any other causes or questions which may be assigned to him by the chancellor. He may hold the Jefferson court of common pleas, if the judge of that court be absent or incapacitated, and may hold the chancery court to aid in clearing the docket of the common pleas. Hon. James Harlan was the first vice-chancellor under this act.

A REMINISCENCE OF 1786.

The following account is extracted from that part of Mr. Casseday's entertaining History of Louisville which deals with the events of 1786:

The following extracts from the records of the court during this year will not give a very favorable idea of the high degree of enlightenment among our ancestors in 1786. On the 21st of October in this year, it is recorded that "negro Tom, a slave, the property of Robert Daniel," was condemned to death for stealing "two and three-fourth yards of cambric, and some ribbon and thread, the property of James Patten." This theft, small as it now appears, if estimated in the currency of the times would produce an astonishing sum, as will appear by the following inventory rendered to the court of the property of a deceased person:

To a coat and waistcoat	£250	an old blue do. and	
do.	£30		£300
To pocket-book	£6	part of an old shirt	£3
			9
To old blanket	6s	2 bushels salt	£480
			480 6s
			£729 6s

These were the times when the price of whisky was fixed by law at 50 the pint, and hotel-keepers were allowed and expected to charge 512 for a breakfast and for a bed. Payment, however, was always expected in the depreciated Continental money, then almost the only currency.

MR. FLINT'S NOTES.

Mr. James Flint, a Scotchman, spent considerable time about the Falls, during the years 1819-20, and wrote many interesting observations and reflections to his friends abroad, which were afterwards published at Edinburgh in a book of Letters from America. In an epistle dated at Jeffersonville, September 8, 1820, he says:

I have made several short excursions into the country. I was at Charlestown, the seat of justice in Clark county,

while the circuit court sat there, and had opportunities of hearing the oratory of several barristers, which was delivered in language strong, elegant, and polite. A spirit of emulation prevails at the bar, and a gentleman of good taste informed me that some young practitioners have made vast progress within two or three years past. The United States certainly opens an extensive field for eloquence.

The foregoing remarks, as well as those which follow, were no doubt equally applicable on the Kentucky side of the river. After some notice of the composition of the court and the waggery practiced by lawyers, Mr. Flint says:

Freedoms on the part of lawyers seem to be promoted in the back country, in consequence of the bench being occasionally filled with men who are much inferior to those at the bar. The salary of the presiding judge, I have been told, is only \$700 a year. The present presiding judge is a man who has distinguished himself in Indian warfare. Whatever opinion you may form of the bench here, you may be assured that it is occupied as a post of honor.

Amongst the business of the court, the trial of a man who had stolen two horses excited much interest. On his being sentenced to suffer thirty stripes, he was immediately led from the bar to the whipping-post. Every touch of the cowhide (a weapon formerly described) drew a red line across his back.

THE COUNTY COURT-HOUSE

was built in 1838-39, substantially in the shape in which it now appears. The city directory of those years, published before its completion, boldly says: "It will undoubtedly be the architectural ornament of the place, if not of the whole West. Its structure is stone facing, with a brick wall of two feet in thickness."

THE OLD JAIL.

The jail (or "gaol," as he called it, after the orthography then current), was described by Dr. McMurtrie in 1819 as "a most miserable edifice, in a most filthy and ruinous condition, first cousin to the Black Hole of Calcutta." A new and more roomy one had been contracted for, which was to be commenced shortly, and "to be built, as is the old one, of stone, with arched fire-proof apartments and cells secure, but so constructed as to afford shelter to the unfortunate victim of the law, who may there 'address himself to sleep' without any fear of losing his ears through the voracity of the rats and other vermin that swarm in the present one."

A PILLORY AND WHIPPING-POST.

"It would be well," thought the humane Doctor, "to surround the new building, when finished, with a high stone wall and to inclose within its limits that horrid-looking engine now standing opposite the Court-house. I allude to the pillory

and whipping-post. Such things may perhaps be necessary (and even that is very doubtful) for the punishment of the guilty; but I am sure it never came within the intention of the law to inflict through it pain upon the innocent, its very appearance, combined with a knowledge of its uses, sufficing to blanch the cheek of every man who is not, through custom or a heart callous to the sufferings of humanity, totally regardless of such scenes."

THE NEW JAIL.

The city and county jail was completed and occupied in 1844. It was 72 feet long by 42 wide, and in its construction resembled in many respects the celebrated Moyamensing Prison, at Philadelphia. It had 48 single cells, each 6 feet by 10, and double cells, 10 feet by 13, all of solid stone and dry, well warmed and ventilated. They opened on interior galleries, constructed of wrought iron to the third story. A large cistern on the third gallery supplied the prisoners with water, and was also used to clean the conduits from the cells. Gas was used in all parts of the prison. Its architecture was Gothic, with a parapet wall three feet high, and turrets and watch-towers, a cupola for a bell, and a copper-covered roof. The whole was enclosed with a wall twenty feet high, of brick, in a stone foundation plastered and pebble-dashed. The original plan, subsequently abandoned, contemplated a subterranean communication between it and the Court-house. The city architect, Mr. John Jeffrey, drew the plan for this building and superintended its construction.

CHAPTER IV.

MILITARY RECORD OF JEFFERSON COUNTY.

Introductory—The Revolutionary War—Clark's Great Achievement—Bowman's Expedition—Captain Harrod's Company of 1780—Clark's Later Expeditions—The Kentucky Board of War—General Scott's Expeditions—Wilkinson's Expedition—Hopkins's Expedition—The War of 1812—15—The Jefferson County Contingent—The Mexican War—The Utah War—The War of the Rebellion—Movements in Louisville—A Delegation to Cincinnati—Fort Union Regimen—The Sanitary Commission—State Military Officers from Louisville—General and Staff Officers from Louisville—The Jefferson County Contingent—The

Infantry Regiments—The Cavalry Regiments—The Batteries—State Militia in United States Service—The Louisville Legion—The Louisville Troops in the Southern Army.

The soldiiership of the region now or anciently included within the limits of Jefferson county began more than a century ago; and Kentucky military history, recorded in full, would make a book in itself, comprising as it does much of the entire narrative of Indian and border warfare in the Northwest during a period of nearly forty years. It is a brilliant page in the annals of the conflict of civilization with savagery that is filled by the story of the men of Kentucky, and by none more nobly than by those who clustered in the early day about the Falls of the Ohio. Whenever, too, in a later time, the call to arms has come, the martial blood of Jefferson county, flowing unimpaired in the veins of worthy descendants of noble sires, has stirred again with the fierce joy of battle, and sent forth many a hero to do and die for the cause to which he gave his allegiance. To the Indian wars of the last quarter of the last century and the first of this; to the war of the Revolution; the last war with Great Britain; the prolonged skirmish with Mexico; to both the Northern and Southern armies in the recent great civil conflict, the contingents from this county have been large and brave and effective in the field, in proportion to the numbers then settled here, as those from any other part of the land, placed amid similar circumstances. It is a proud record which Jefferson county contributes to the history of wars in the New World. We can but outline it in this work.

THE REVOLUTIONARY WAR.

Until near the close of this eventful struggle, Louisville was not, even in name; and Jefferson county had not yet been set apart from the vast domain so far comprised in the State of Virginia. The State of Kentucky to-be was as yet the great county of Kentucky. Nevertheless, the region around the Falls is associated with one of the most interesting and important events of the entire seven-years' contest, in that here was the final point of departure from civilized settlements, for the renowned expedition of General George Rogers Clark, in the summer of 1778, against the Illinois country, which permanently retrieved that region from the British possession, for the rising young empire of the United States. The

story is well told, with sufficient fullness for our purposes, in the Rev. John A. McClung's Outline History, included in Collins's History of Kentucky:

When Clark was in Kentucky, in the summer of 1776, he took a more comprehensive survey of the Western country than the rude pioneers around him, his keen military eye was cast upon the Northwestern posts, garrisoned by British troops, and affording inexhaustible supplies of arms and ammunition to the small predatory bands of Indians which infested Kentucky. He saw plainly that they were the true fountains from which the thousand little annual rills of Indian rapine and murder took their rise, and he formed the bold project of striking at the root of the evil.

The Revolutionary war was then raging, and the Western posts were too remote from the great current of events to attract, powerfully, the attention of either friend or foe; but to Kentucky they were objects of capital interest. He unfolded his plan to the Executive of Virginia, awakened him to a true sense of its importance, and had the address to obtain from the impoverished Legislature a few scanty supplies of men and munitions for his favorite project. Undismayed by the scantiness of his means, he embarked in the expedition with all the ardor of his character. A few State troops were furnished by Virginia, a few scouts and guides by Kentucky, and, with a secrecy and celerity of movement never surpassed by Napoleon in his palmiest days, he embarked in his daring project.

Having descended the Ohio in boats to the Falls, he there landed thirteen families who had accompanied him from Pittsburgh, as emigrants to Kentucky, and by whom the foundation of Louisville was laid. Continuing his course down the Ohio, he disembarked his troops about sixty miles above the mouth of that river, and marching on foot through a pathless wilderness, he came upon Kaskaskia on the 4th of July, as suddenly and unexpectedly as if he had descended from the skies. The British officer in command, Colonel Rochdublaire, and his garrison, surrendered to a force which they could have repelled with ease, if warned of their approach; but never, in the annals of war, was surprise more complete. Having secured and sent off his prisoners to Virginia, Clark was employed for some time in conciliating the inhabitants, who, being French, readily submitted to the new order of things. In the meantime, a storm threatened him from Vincennes. Governor Hamilton, who commanded the British force in the Northwest, had actively employed himself during the fall season in organizing a large army of savages, with whom, in conjunction with his British force, he determined not only to crush Clark and his handful of adventurers, but to desolate Kentucky, and even seize Fort Pitt. The season, however, became so far advanced before he had completed his preparations, that he determined to defer the project until spring, and in the meantime, to keep his Indians employed, he launched them against the frontiers of Pennsylvania and Virginia, intending to concentrate them early in the spring, and carry out his grand project.

Clark in the meantime lay at Kaskaskia, revolving the difficulties of his situation, and employing his spies diligently in learning intelligence of his enemy. No sooner was he informed of the dispersion of Hamilton's Indian force, and that he lay at Vincennes with his regulars alone, than he determined to strike Vincennes as he had struck Kaskaskia. The march was long, the season inclement, the road passed through an untrodden wilderness and through overflowed

bottoms. His stock of provisions was scanty, and was to be carried upon the backs of his men. He could only muster one hundred and thirty men; but, inspiring this handful with his own heroic spirit, he plunged boldly into the wilderness which separated Kaskaskia from Vincennes, resolved to strike his enemy in the citadel of his strength or perish in the effort. The difficulties of the march were great, beyond what his daring spirit had anticipated. For days his route led through the drowned lands of Illinois; his stock of provisions became exhausted, his guides lost their way, and the most intrepid of his followers at times gave way to despair. At length they emerged from the drowned lands, and Vincennes, like Kaskaskia, was completely surprised. The Governor and garrison became prisoners of war, and, like their predecessors at Kaskaskia, were sent on to Virginia. The Canadian inhabitants readily submitted, the neighboring tribes were overawed, and some of them became allies, and the whole of the adjacent country became subject to Virginia, which employed a regiment of State troops in maintaining and securing their conquest. A portion of this force was afterwards permanently stationed at Louisville, where a fort was erected, and where Clark established his headquarters.

The story of this fort and its successors will be told in connection with the annals of Louisville, to which division of our narrative it seems more properly to belong.

The following-named soldiers of the Revolution were found to be still living in Jefferson county as late as July, 1840: Benjamin Wilkeson, aged 95; Levin Cooper, Sr., aged 87; Samuel Conn, aged 78; John Murphy, aged 76; Jane Wilson (probably a soldier's widow), aged 78. Many had by this time died or been killed in war who were known to have been Revolutionary soldiers, as Colonel Richard C. Anderson, General George Rogers Clark, Colonel John Floyd, and other heroes of the war for independence.

BOWMAN'S EXPEDITION.

The next year after Clark's great achievement is made famous, in part, by the expedition of Colonel John Bowman, county lieutenant of Kentucky—not against white enemies, but against the savages of the Miami country, now in the State of Ohio. His command, variously estimated as numbering one hundred and sixty to three hundred men, did not rendezvous here, but certainly included a company from the Falls, numbering enough to make a large fraction of the entire force. It was commanded by the celebrated Kentucky pioneer and Indian fighter, William Harrod. Long afterwards one of the witnesses in a land case involving early titles in Kentucky testified that "a certain William Harrod, who, this deponent concludes, commanded then at the Falls of the Ohio, harangued the

proprietors then there showing the necessity of the expedition, and that the settlers from other parts of Kentucky were desirous of having the expedition carried into effect." Another survivor testified in 1804: "The men from the Falls were directed to meet us at the mouth of Licking with boats to enable us to cross." They took two batteaux, which were of material assistance to the little army in the crossing.

The unfortunate history of this expedition is well known. It was directed particularly against the Indian town of Old Chillicothe, near the present site of Xenia—the same visited by Captain Bullitt some years before, and the place where Daniel Boone was held a prisoner and whence he escaped in June, 1778. The men were collected in May, crossed the Ohio at the mouth of the Licking, moved in single file along the narrow Indian trail through the dense woods of the plain and up the rich valley now occupied by the great city of Cincinnati and its suburbs, and soon neared the savage stronghold. Says Mr. McClung in his *Outline History*:

The march was well conducted, the plan of attack well concerted, and the division led by Logan performed its part well. Yet the whole failed by reason of a want of promptness and concert in taking advantage of the surprise, or by misunderstanding orders. Logan's division was compelled to make a disorderly retreat to the main column, and the rout quickly became general. All would have been lost but for the daring bravery of some of the subordinate officers, who charged the enemy on horseback and covered the retreat; but the failure was as complete as it was unexpected.

There were some redeeming features, however, to offset the comparative failure. Two noted chiefs of the enemy, Blackfeet and Red Hawk, were killed, one hundred and sixty-three horses and much other spoil were seized, and the Indian town was destroyed.

CAPTAIN HARROD'S COMPANY.

It is probable that most of the men from the fortified stations at and near the Falls of the Ohio, who are known to have been members of Captain Harrod's company the next year, were out in Colonel Bowman's expedition. Lieutenant James Patten was certainly with it, as he is mentioned by name and title in the depositions of 1804. The following is the roster of the company, numbering ninety-six (the Falls company with Bowman counted about sixty), as it stood in 1780, and as given in the first volume of Collins's *History*. Some of the names are

doubtless wrongly spelt, as the rolls were frequently made up by officers or clerks who, though wonderfully learned in forest-craft and Indian fighting, were quite independent of formulas in orthography, and spelt more by sound than by the prescriptions of dictionaries and spelling-books:

COMMISSIONED OFFICERS.

Captain William Harrod.

Lieutenant James Patten.

Ensign Ed. Bulger.

PRIVATES.

Peter Balance, Alexander Barr, James Brand, John Buckras, A. Cameron, Amos Carpenter, Solomon Carpenter, Benjamin Carter, Thomas Carter, Reuben Case, Thomas Cochran, John Conway, John Costello, John Crabler, Robert Dickey, Daniel Driskill, Isaac Dye, John Eastwood, Samuel Forrester, Joseph Frakes, Samuel Frazee, John Galloway, William Galloway, James Garrison, Joseph Goins, Isaac Goodwin, Samuel Goodwin, James Guthrie, Daniel Hall, William Hall, John Hatt, Evan Henton, Thomas Henton, William Hickmao, A. Hill, Andrew Hill, Samuel Hinek, Frederick Honaker, Joseph Hughes, Rowland Hughes, Michael Humble, John Hunt, Abram James, John Kenney, Valentine Kinder, Moses Kuykendall, John Lewis, John Lincant, Samuel Lyon, Patrick McGee, Samuel Major, Amos Mann, Edward Murdoch, John Murdoch, Richard Morris, William Morris, William Oldham, John Paul, George Phelps, Joseph Phelps, Samuel Pottinger, F. Potts, Reuben Preble, Urban Ranner, Benjamin Rice, Reed Robins, Thomas Settle, William Smiley, Jacob Speck, John Stapleton, James Stewart, James Stewart, Daniel Stull, Miner Sturgis, Peter Sturgis, James Sullivan, William Swan, Joseph Swearingen, Samuel Swearingen, Van Swearingen, Robert Thorn, John Tomton, Beverly Trent, Thomas Tribble, Robert Tyler, Abraham Vanmetre, Michael Valletto, Joseph Warlord, James Welch, Abram Whitaker, Aquilla Whitaker, Jacob Wickersham, Ed. Wilson.

CLARK'S LATER EXPEDITIONS.

In July of this year (1780), Colonel Clark ordered out his battalion of State troops from the fort and stations about Louisville, to which were joined the forces from other parts of Kentucky, altogether numbering one thousand men, for another invasion of the Indian country. Colonels Benjamin Logan and William Linn, respectively, were at the head of the regiments formed. They rendezvoused at the usual place, at the mouth of the Licking, crossed the Ohio and pushed into the interior, where Clark defeated the natives in a pitched battle, destroyed the Indian towns and devastated the corn-fields at Piqua and Old Chillicothe, and captured the English trading-post at Loramie's store, far up the Miami country, near the present western boundary of Ohio. This expedition is notable, in good part, for having built a blockhouse dur-

ing the movement northward., upon a spot opposite the mouth of the Licking, the first house built by civilized hands (unless by the Mound Builders) upon the subsequent site of Cincinnati. The invasion was undertaken to retaliate for captures made and atrocities committed by an expedition under the English Colonel Byrd, who came down from Detroit the previous June with a mixed force of Canadians and Indians, went up the Licking and reduced Riddell's and Martin's stations, near that river.

During the same summer—probably earlier than the Miami expedition—Colonel Clark was instructed to execute a plan which had been contemplated more than two years before by Patrick Henry, while Governor of Virginia, and had been embodied in orders by his successor, Thomas Jefferson, “to establish a post near the mouth of the Ohio, with cannon to fortify it.” Clark took about two hundred of his troops from the Falls, went down the Ohio to its mouth, and thence about five miles down the Mississippi to a place at the mouth of Mayfield creek, called the Iron Banks, where he erected Fort Jefferson, named from the Governor and future President, with several blockhouses attached—a strong and useful work. One object of establishing the post here was to signify the title of the United States to all the territory in this direction to the Mississippi. The Chickasaw Indians, however, claimed this region as their hunting-ground; and, as their consent to the erection of the fort had not been obtained, they soon began marauding and murdering about it, and finally, in 1781, besieged it for several days. The garrison and the settlers crowded within the work were reduced to great distress, but were finally relieved by the arrival of Clark from Kaskaskia, with provisions and reinforcements. The difficulty of supplying the fort led to its abandonment not long after. During the late War of the Rebellion, a singularly long iron cannon, of six-pound calibre, buried under the old fort, was partly exposed by the wash of the river and the rest dug out by the owner of the spot, from whom it was taken by the Federal soldiers to Cairo. The site is now in Ballard county, one of the latest formed in the State, and named from Captain Bland Ballard, the famous pioneer and border warrior of the Louisville region.

In November, 1782, in punishment for the ter-

rible defeat inflicted upon the Kentuckians, including Boone, Kenton, Todd, Trigg, and other famous pioneers, at the battle of Lower Blue Licks, in August, Clark (now brigadier-general) made his final expedition against the Indian towns of the upper Miami county. He called out the Kentucky militia, of which one division, under Colonel John Floyd, assembled at the Falls. The other, commanded by Colonel Benjamin Logan, got together at Bryan's Station; and then all, to the number of 1,050 men, rendezvoused at the mouth of the Licking. They made a rapid march some one hundred and thirty miles northward, completely surprising the enemy, destroying the principal town of the Shawnees, many villages and cornfields, and the trading-post at Loramie's, which was thoroughly plundered, and the contents distributed among the soldiers of the expedition. The Indians thenceforth ceased to invade Kentucky and harass the settlements from this quarter. According to some statements, two block-houses were built upon the site of Cincinnati by men of this expedition, near one of which was buried Captain McCracken, a brave soldier who was wounded by the Indians in a skirmish, and died as he was being borne back in a rude litter over one of the neighboring hills.

Clark's last expedition against the red men was his only unsuccessful one. It was undertaken in September, 1786, to check the persistent depredations and outrages of the Wabash Indians. Mr. McClung gives the following excellent summary of the unhappy event and its results. According to this writer, the expedition was undertaken in response to the demands of the people, but in violation of solemn treaties made by Congress, and the absence of any legal power or instructions from higher authority to undertake it. If so, the venture met with merited failure.

A thousand volunteers under General Clark rendezvoused at Louisville, with the determination thoroughly to chastise the tribes upon the Wabash. Provisions and ammunition were furnished by individual contribution, and were placed on board of nine keel-boats, which were ordered to proceed to Vincennes by water, while the volunteers should march to the same point by land.

The flotilla, laden with provisions and munitions of war, encountered obstacles in the navigation of the Wabash which had not been foreseen, and was delayed beyond the time which had been calculated. [Large part of the supplies of food was thus spoiled.] The detachment moving by land reached the point of rendezvous first, and awaited for fifteen

days the arrival of the keel-boats. This long interval of inaction gave time for the unhealthy humors of the volunteers to ferment, and proved fatal to the success of the expedition. The habits of General Clark had also become temperate, and he no longer possessed the unruffled confidence of his men. A detachment of three hundred volunteers broke off from the main body, and took up the line of march for their homes. Clark remonstrated, elicited even shed tears of grief and mortification, but all in vain. The result was a total disorganization of the force, and a return to Kentucky, to the bitter mortification of the commander in chief, whose brilliant reputation for the time suffered a total eclipse.

This expedition led to other ill consequences. The convention which should have assembled in September, was unable to muster a quorum, the majority of its members having marched under Clark upon the ill-fated expedition. A number of the delegates assembled at Danville at the appointed time, and adjourned from day to day until January, when a quorum at length was present, and an organization effected. In the meantime, however, the minority of the convention, who had adjourned from day to day, had prepared a memorial to the Legislature of Virginia, informing them of the circumstances which had prevented the meeting of the convention, and suggesting an alteration of some of the clauses of the act, which gave dissatisfaction to their constituents, and recommending an extension of the time within which the consent of Congress was required. This produced a total revision of the act by the Virginia Legislature, whereby another convention was required to be met in August of 1787, to meet at Danville in September of the same year, and again take into consideration the great question, already decided by four successive conventions, and requiring a majority of two-thirds to decide in favor of separation, before the same should be effected. The time when the laws of Virginia were to cease was fixed on the 1st day of January, 1789, instead of September, 1787, as was ordered in the first act; and the 4th of July, 1788, was fixed upon as the period, before Congress should express its consent to the admission of Kentucky into the Union.

General Clark soon afterwards sent Colonel Logan, then in camp on Silver creek, on the Indiana side, on a recruiting excursion into Kentucky, with instructions to make a raid upon the Ohio Shawnees. Logan raised about five hundred men, with which he crossed the Ohio at Limestone (now Maysville), marched to the headwaters of the Mad river, killed the principal chief and about twenty warriors of the tribe, captured seventy or eighty Indians, destroyed several towns and a great amount of standing corn, and marched triumphantly back to Kentucky.

THE "BOARD OF WAR."

In January, 1791, the continuing border warfare made it advisable, on the part of the General Government, in response to the petition of the people that they be allowed to fight the Indians at discretion and in their own way, to create a sort of subordinate War Department in Ken-

tucky, which was accordingly done. A "board of war" for the District of Kentucky was appointed, consisting of Brigadier-General Charles Scott, Isaac Shelby, Colonel Benjamin Logan, John Brown, and Harry Innes. To this board was committed discretionary power to provide for the defense of the settlers and the prosecution of border wars. They were authorized, whenever they thought the measure demanded by the exigencies of the situation, to call the local militia into the service of the United States, to serve with the regular forces. As will be seen by the names, Jefferson county, which had by this time been formed, had her honorable share in the composition of the board.

GENERAL SCOTT'S EXPEDITION.

Soon after the appointment of this board, on the 9th of March, 1791, President Washington issued an order authorizing it "to call into the service a corps of volunteers for the District of Kentucky, to march on an expedition against the Indians northwest of the Ohio, and to be commanded by Brigadier-General C. Scott," who was himself, it will be remembered, the head of the board. Eight hundred mounted men, of which Jefferson county furnished its full contingent, were collected at the mouth of the Kentucky, where the Ohio was crossed, and a march begun upon the Indian towns on the Wabash, not far from the present location of Lafayette, Indiana. Here the chief town of the natives, Ouiatenon, a village of about seventy huts, was destroyed, with other clusters of wretched homes. The Indians were encountered several times during the campaign, but were invariably defeated, with loss of about fifty killed; and a large number of them were taken prisoners.

The muster-roll of one of the companies "mustered in at the Rapids of the Ohio, June 15, 1791, by Captain B. Smith, First United States regiment," has been preserved and is printed by Mr. Collins in his second volume. It is that of the company of mounted Kentucky volunteers, recruited by Captain James Brown for the expedition against the Wea Indians, commanded by Brigadier-General Charles Scott. As will be seen by the roll, the command consisted of one captain, one lieutenant, one ensign, four sergeants, and seventy-one privates present and one absent (James Craig, who was "lost in the

woods" while traveling from the interior to Louisville).

ROLL OF CAPTAIN BROWN'S COMPANY.

COMMISSIONED OFFICERS.

Captain James Brown.
Lieutenant William McConnell
Ensign Joshua Barbee

NON-COMMISSIONED OFFICERS.

First Sergeant Joseph Massey.
Second Sergeant Adam Hanna
Third Sergeant Samuel McEwan
Fourth Sergeant William Kincaid.

PRIVATE S.

Aaron Adams, William Baker, Edward Bartlett, Alexander Black, John Brown, Samuel Buckner, Richard Burk, John Caldwell, Phillips Caldwell, Peter Carr, John Caswell, William Clark, Robert Conn, James Craig, Robert Curry, William Davidson, William Dougherty, Hugh Deemon, Not. Dryden, Alexander Dunlap, James Dunlap, Robert Ellison, Matthew English, John Ferrell, Benjamin Foster, Morgan Forbes, James Forgas, John Fowler, Alexander Gilmore, Job Glover, John Hadden, Robert Hall, Thomas Hanna, William Hanna, Randolph Harris, John Henderson, Andrew Hodge, David Humphreys, David Humphries, Robert Irvin, Samuel Jackson, Gabriel Jones, David Knox, James Knox, Nicholas Leigh, Richard Lewis, George Loar, Abraham McClellan, Joseph McDowell, John McIlwaine, Moses Mellvaine, James Nourse, Robert Patterson, John Peoples, Arthur Points, Francis Points, Percy Pope, Samuel Porter, Benjamin Price, William Reading, William Rogers, George Sia, William Smith, John Speed, John Stephenson, Joseph Stephenson, Robert Stephenson, Samuel Stephenson, John Strickland, Edmund Taylor, Stephen Urgg, Joshua Whittington.

ANOTHER SCOTT EXPEDITION.

More than two years afterwards, in October, 1793, the same General Scott led a reinforcement of one thousand Kentucky cavalry across the Ohio and up the Miami country, to reinforce the army of General Wayne, then in the vicinity of Fort Jefferson, about eighty miles north of Cincinnati. On the 24th of that month he reported his fine command to "Mad Anthony," but they had to be sent home, as the season was late, supplies were too scarce to subsist them, and no immediate attack upon the Indians was contemplated. A larger number of Kentuckians, however, under the same general, joined Wayne in July of the next year, and shared in the glorious victory of the Battle of the Fallen Timbers.

WILKINSON'S EXPEDITION.

In Scott's expedition of May, 1791, the second in command was Colonel James Wilkinson, who afterwards, as General Wilkinson, was commander in chief of the Western forces, with his headquarters at Fort Washington, Cincinnati. He was also implicated in the Franco-Spanish in-

trigues of 1793-95, instigated in Kentucky by the French Minister, Genet, with a view to wresting Louisiana by force from the domination of the Spanish. August 1, 1791, the Kentucky Board of War dispatched Colonel Wilkinson by way of Fort Washington, with five hundred and twenty-three Kentuckians, to burn the Indian towns and destroy the corn-fields near the junction of the Wabash and Eel rivers. They make their march and effect their destruction, with little loss of human life on either side. Louisville is the point where the march ends and the expedition disbands. August 21st, Wilkinson reaches this place, delivers his captives to the commanding officer, and dismisses his force. The general resided for a time here and in other parts of Kentucky.

HOPKINS'S EXPEDITION.

A larger force than any that had hitherto collected at the Falls for operations against the Indians, gathered here in October, 1812, under General Samuel Hopkins. The war with Great Britain had opened in June; Hull had surrendered his army at Detroit; the invasion of Canada from the Niagara had failed, and the Indians, in great number and with relentless atrocity, were harassing the border settlements. One thousand five hundred volunteers were called for by Isaac Shelby, first Governor of the State, now again in the executive chair, after the lapse of twenty years since he first took the oath of office. More than two thousand responded to the call, and were all received into the temporary service. They marched gaily away into the Indian country; but when their supplies began to give out, and marches in deep swamps and across pathless prairies wearied the flesh, their martial ardor cooled. Suddenly, in the same independent spirit which had led to the abandonment of the gallant Clark sixteen years before, they rise in revolt, refuse to obey orders or remain longer, and start in straggling parties upon the return march. The expedition failed without having met the enemy or smelt a grain of hostile powder. It was the last of the Kentucky expeditions against the savages:

THE WAR OF 1812-15.

Little is known at this day, beyond what we have related, of the effects in this region of the last war with Great Britain. It is matter of his-

tory that the earliest volunteers from Kentucky, under Colonels Allen Lewis and Scott, left their homes, in general, on the 12th of August, 1812, rendezvoused at Georgetown, marched thence along the Dry ridge to the Ohio, opposite Cincinnati, where they remained a few days, and then moved northward to Piqua, and on to the relief of Fort Wayne, meeting as they went the news of the disgraceful surrender of Hall at Detroit. We have no information as to the share Jefferson county had, if any, in this force at the northward.

One company at least was recruited, or rather drafted, in this region in the fall of 1814, to join the army of General Jackson at New Orleans. There does not seem to have been a wild enthusiasm at this time to smell gunpowder; the company, as may be seen below, was composed largely of substitutes; and a number of its members, both drafted and substitutes, failed to report for duty. The roll included the names of ninety-four officers and men; but this number was sadly cut down before they reached the Crescent city. Upon the embarkation from Louisville, November 21, Captain Joyes drew rations for seventy-four men, and in middle December for but fifty-three, though he added for two more the latter part of that month.

This company was led by Captain Thomas Joyes, of the well-known pioneer family of Louisville. Though now but a youth of twenty-six years, he had already seen severe service in the escort of baggage-trains going from Louisville to Vincennes in the latter part of 1812, and afterwards as a spy and ranger under General Hopkins, commanding at Vincennes, and then in the quartermaster's department at that place. He became a captain in the Thirteenth Regiment of Kentucky Detached Militia, and was recalled into service by Governor Shelby in November, 1814, with his company. The diary of his service in Indiana has been preserved, and it is in possession of Patrick Joyes, Esq., of Louisville, but contains nothing necessary to this History.

The camp of the Thirteenth Regiment was pitched on Beargrass creek, at no great distance from the river, and was officially known as "Camp Beargrass." Colonel Slaughter's (Fifteenth) regiment of detached militia, and Lieutenant-Colonel Gray's (the Thirteenth) formed the camp, with Major-General Thomas personally in command. Captain Joyes's company, and probably

the other companies, were mustered into service November 10, 1814. After some delay in collecting vessels and supplies, the commands were embarked in flatboats on the 21st of November, and started on the long and tedious voyage down the Ohio and Mississippi. The troops had been but poorly provided in camp, and they fared worse in their crowded and frail barks, many of them being without even a plank to shelter them, and many becoming sick from the exposure and hardship. New Orleans was reached at last, January 3, 1815; but the boats floated on to a landing some distance below, where the troops disembarked and encamped near Camp Jackson, making shelter of the planks of their boats. Nothing of note occurred till the evening of the 7th, when, says Captain Joyes in his journal of the campaign, which has also been preserved:

About two hundred and forty of Colonel Davis's regiment [late Colonel Gray's] were detached to cross the river, to repulse the enemy, who was expected to land on the opposite side, to assail our little establishment there, they having cut a canal from the bayou where their launches lay in the swamp to the Mississippi, by which means they got their boats through and finally effected a landing that night below General Morgan's camp, whose men lay in apparent tranquillity, without an endeavor to intercept them. Our detachment reached General Morgan's camp a little after daylight, having been detained by every sentinel on our way up to the city, where we crossed the river in wood boats, procured by me under direction of T. L. Butler, and similarly impeded on our way down on the other side. So soon as we reached General Morgan's camp, we were ordered to lay down our knapsacks, etc., and push on to meet the enemy, who was approaching with precipitation. At this moment a test rocket was thrown from the enemy's camp, which we supposed was the signal for an attack, as the cannons were let loose like thunder. Our situation on the Camp Morgan side being an unfortunate one, and the field officers who ought to have commanded us not having come, we were disposed at random. Myself and thirty-odd of my company, who were on the front flank, next the enemy, were ordered out as a flanking party; and, the swamp being so impenetrable, we were unable to make in. Having got below the firing of the retreat and pushed up the levee, we got in this dismal swamp and attempted to come, when we discovered we had run almost up to the British. We then wheeled and ran in a direction up the river to make for our party, whom we supposed to be retreating. At length, after a horrid ramble, we reached a picket-guard which our party had placed out. They conducted us in to where our troops lay in the action. Joseph Tyler, of my company, was killed, James Stewart wounded, and Thomas Ross taken prisoner.

The Louisville company, then, being on the west side of the river, did not share in the glorious victory won that day on the other shore, in which many other Kentuckians had part.

The remainder of the service was uneventful. On the 13th of March news of the peace arrived, and about the 18th the army was disbanded. The company returned to Louisville, and was there mustered out May 10, 1815.

ROLL OF CAPTAIN JOYCE'S COMPANY.

Muster roll of a company of infantry, under the command of Captain Thomas Joyce, in the Thirteenth regiment of Kentucky militia, commanded by Lieutenant-Colonel Presley Gray, in the service of the United States, commanded by Major-General John Thomas, from November 10, 1814:

COMMISSIONED OFFICERS.

Captain Thomas Joyce.
Lieutenant Andrew Pottorff.
Ensign Samuel Erickson.

NON-COMMISSIONED OFFICERS.

Sergeant John Hadley, substitute for William W. Lawes.
Sergeant James B. Fennell, substitute for John H. Voss.
Sergeant John Booker.
Sergeant John Bambridge.
Corporal John Ray.
Corporal William Sale, substitute for Samuel Escourt.
Corporal Alex. Calhoon, substitute for Jacob Smiser, Jr.
Corporal William Duerson.
Musician Anson S. Hillard, substitute for Courtney M. Tuley.
Musician Peter Marlow, substitute for K. Compton.

PRIVATE.

Christopher Kelly, substitute for Lewis Pottorff.
Nathaniel Floyd, substitute for Jacob Hikes.
Alex. Ralston, substitute for Michael Berry.
Westley Martin, substitute for Henry Martin.
Adam Groshart.
Jacob Brinley.
Thomas Dunn.
John Little, Jr.
Godfrey Meddis.
Thomas Talbott, substitute for John Reed.
Isaac Batman.
John Sebastian.
Cornelius Croxton, substitute for Thomas Long.
Joseph Tyler, killed 8th of January, 1815, in battle.
Mason Hill, substitute for George B. Diddle.
William Little, discharged by honor corps.
Hugh Carson, substitute for H. W. Merriwether.
David Turner, absentee, claimed not legally situated.
Samuel Vance, absentee.
Price Parish, substitute for William Anderson.
Jacob Hubbs, substitute for Alex. Pope.
John Grenawalt.
Abraham Bales, substitute for James Hughes.
James Stewart, substitute for William Ferguson; wounded 8th January, 1815, in battle.
James Rosey.
Cershom Rogers, failed to appear.
John Booby, substitute for Ebenezer Buckman.
George R. C. Floyd, discharged by honor corps.
John Miller, substitute for Solomon Nod.

John Merryfield, substitute for Thomas S. Baker.
Levi Miller, substitute for Charles Stevens.
James Chinoweth, discharged by court of enquiry.
William Johnston, substitute for James Johnston.
James Glasgow.
John Jones, substitute for Robert McConnell.
Patrick Stowers, substitute for Samuel Stowers.
Philip Traceler, substitute for James Fontaine.
William Myrtle.
Samuel Lashbrook, substitute for James A. Pearce.
George Jackson, substitute for Daniel Carter.
William Cardwell.
John Glasgow, substitute for Thomas Colseott.
Moses Williams, [substitute for ?] John Yenawine, Sr.
Robert B. Ames, substitute for Charles Ray.
John Robbins.
Stephen Johnston, discharged by court of enquiry.
John Fowler.
Peter Omer.
Jacob Slaughter, substitute for William Hodgfin.
James Woodward, substitute for George Markwell.
George Miller.
Moses Guthrie.
Samuel Holt, substitute for John Sousley.
Jesse Wheeler, substitute for Moses Williamson.
William Thickston.
Moses Welsh.
Squire Davis, substitute for Thomas McCauley.
William Newkirk.
William Jenkins, absentee.
Isaac Mayfield, substitute for Jeremiah Starr.
Francis D. Carlton.
John Bagwell, substitute for Jacob Martin.
Charles Cosgrove, substitute for George Brown.
Philip Manville, absent.
Patrick Dougherty.
William Elms.
George R. Pearson, substitute for Thomas Pearson.
Absalom Brandenburgh, substitute for Joshua Headington.
Chester Pierce, substitute for James Garrett.
William Steele, substitute for John Keesacker.
John Morrow, substitute for John D. Colmesnil.
John O'Hanlon.
Benjamin K. Beach, failed to appear; substitute for John M. Poague.
John Laville, absent.
Harvey Ronte, absent.
Reason Reagan, absent.
John McCord, absent.
Thomas Ross, substitute for Silas C. Condon; captured by the enemy 8th January, 1815.
Michael Stout, substitute for Arlun McCauley.
Abner C. Young.
John Minter.

THE MEXICAN WAR.

No military movement calling for aid from Kentucky could have occurred since the white man first set the stakes of civilization at the Falls of the Ohio, without calling out as large a proportion of the fighting men of this region as went from any other part of Kentucky, or of the Northwest. Every war from the beginning of



Zachary Taylor -

warfare in America, after the settlement of the Ohio valley began, had in it a large contingent from Louisville and Jefferson county. This was eminently the case when the Mexican war broke out, in which Kentucky volunteers bore so great and distinguished a part. May 13, 1846, the Congress of the United States made formal declaration that, "by the act of the Republic of Mexico [the invasion of the soil of Texas,] a state of war exists between that Government and the United States." A requisition was made upon Governor Owsley, of this State, by Major-General Gaines, of the United States army, for four regiments of volunteers. The Governor had already, before receiving this call, appealed to the citizens of Kentucky to organize into military companies. On the next day after his proclamation (dated Sunday, May 17th), the Louisville Legion, then stronger than now by half—in number of companies, which counted nine, commanded by Colonel Ormsby—offered its service for the war, which was accepted by the Governor. A subscription of \$50,000 for extraordinary expenses of the State was obtained in the city by Hon. William Preston, and placed in the Bank of Kentucky, ready for use. May 22d, the Governor issues his proclamation, in accordance with the call of the President upon the States, asking volunteers enough from Kentucky to fill two regiments of infantry and one regiment of cavalry. Four days thereafter he announces that the quota of the State is full. The Louisville Legion, forming bodily the First regiment of Kentucky volunteer infantry, is already upon transports for the movement to Mexico. The Second regiment contains no entire company from Jefferson county, but some gallant officers and men, as Lieutenant-Colonel Henry Clay, Jr., who afterwards went down in the storm of battle at Buena Vista, have been recruited here. The cavalry regiment is commanded by a Louisville soldier, Colonel Humphrey Marshall, the well-known Confederate General of the late war, and has two Jefferson county companies, the first and second, commanded, respectively, by Captains W. J. Heady and A. Pennington. Seventy-five companies more than the call demanded, or one hundred and five in all, were tendered to the Governor from different parts of the State. The martial spirit was rife among the people.

August 31, 1847, another requisition is made by the General Government upon Kentucky—this time for two regiments of infantry, which are speedily raised and sent to the theater of war. The Third regiment of Kentucky volunteer infantry contains no Jefferson county company; but there is one in the Fourth—the fifth, numbering sixty-eight men, commanded by Captain T. Keating, and among the field officers of the regiment is Lieutenant-Colonel William Preston, of Louisville. Three more companies from the city are recruited and offered to the Governor; but too late, and they cannot be accepted.

THE UTAH WAR.

In February, 1858, it having been determined by the authorities at Washington to send an armed force to Utah, to bring the rebellious Mormons to terms, the Legislature of Kentucky authorized the Governor of the State to raise a regiment of volunteers to be offered in aid of the expedition. On the 6th of March Governor Morehead made proclamation accordingly, and within about a month twenty-one companies, or more than twice the number needed, were tendered to the State. Among them were three from Louisville, commanded by Captains Rogers, Wales, and Trimble, being one-seventh of the entire number reported from the State at large. The Governor was reduced to the necessity of making a selection by lot, which resulted in the choice, among others, of the commands of the two captains first named, making one-fifth of the whole regiment.

THE WAR OF THE REBELLION.

When the recruiting for the Utah regiment was going on in Louisville, it was little thought by most of those engaged in the patriotic work that soon a storm-cloud of infinitely greater depth and width and blackness would lower upon the land, whose fell influences should separate husband and wife, brother from brother, father from son, friend from friend, and plunge the whole great country in grief. But already the cloud was gathering; the next year it lowered more closely; and when in 1860 the election of Abraham Lincoln to the Presidency of the American Union aroused the South to a movement looking to separate existence, few were so blind as not to see that an imminent, deadly struggle between the States was impending.

On the 18th of December of this year, Senator John J. Crittenden, of Kentucky, who stood by President Buchanan's message denying the right of secession to a State, offered his celebrated compromise in the Senate. Its leading provisions have been summarized as follows: To renew the Missouri line $36^{\circ} 30'$; prohibit slavery north and permit it south of that line; admit new States with or without slavery, as their constitutions may provide; prohibit Congress from abolishing slavery in the States and in the District of Columbia, so long as it exists in Virginia or Maryland; permit free transmission of slaves by land or water, in any State; pay for fugitive slaves rescued after arrest; repeal the inequality of commissioners' fees in the fugitive slave act; and to ask the repeal of personal liberty bills in the Northern States. These concessions to be submitted to the people as amendments to the United States Constitution, and if adopted never to be changed. Mr. Crittenden, the same day, made one of the greatest intellectual efforts of his life in support of his measure. But all was of no avail. Four days thereafter his propositions were negatived by the Senate committee of thirteen.

These facts are restated here, in order to explain the action of the two State conventions which assembled in Louisville on the 8th of January (Battle of New Orleans day), 1861—the Constitutional Union, or Bell and Everett convention, and the Democratic Union, or Douglas convention. Each was presided over by a former Governor of the State—the one by ex-Governor John L. Helm, the other by ex-Governor Charles A. Wickliffe. They appointed a joint conference committee, by which a brief series of resolutions were agreed upon, submitted to the respective conventions, and by each adopted without a dissenting voice. They read as follows:

Resolved, That we recommend the adoption of the propositions of our distinguished Senator, John J. Crittenden, as a fair and honorable adjustment of the difficulties which divide and distract the people of our beloved country.

Resolved, That we recommend to the Legislature of the State to put the amendments of Senator Crittenden in form, and submit them to the other States; and that, if the disorganization of the present Union is not arrested, the States agreeing to these amendments, the United States Constitution shall form a separate confederacy, with power to admit new States under our glorious constitution thus amended.

Resolved, That we deplore the existence of a Union to be held together by the sword, with laws to be enforced by

standing armies; it is not such a Union as our fathers intended, and not worth preserving.

These resolutions probably expressed accurately the sentiments of the vast majority of the people of Louisville, and indeed of the entire State, who were not already committed to the cause of secession. A Union State central committee was appointed, consisting, it will be observed, almost solely of citizens of Louisville, viz: Messrs. John H. Harney, William F. Bullock, George D. Prentice, James Speed, Charles Ripley, William P. Boone, Phil. Tompert, Hamilton Pope, Nat. Wolfe, and Lewis E. Harvie. On the 18th of April, following, after the fall of Sumter, the call of the Secretary of War upon Governor Magoffin for four regiments of Kentucky troops, his refusal, and the great speech of Senator Crittenden at Lexington, urging the neutrality of Kentucky in the coming struggle, the committee issued an address to the people of the Commonwealth reading as follows:

Kentucky, through her executive, has responded to this appeal [of the President for militia, to suppress what he describes as "combinations too powerful to be suppressed in the ordinary way," etc.]. She has refused to comply with it. And in this refusal she has acted as became her. We approve the response of the Executive of the Commonwealth. One other appeal now demands a response from Kentucky. The Government of the Union has appealed to her to furnish men to suppress the revolutionary combinations in the cotton States. She has refused. She has most wisely and justly refused. Seditious leaders in the midst of us now appeal to her to furnish men to uphold those combinations against the Government of the Union. Will she comply with this appeal? Ought she to comply with it? We answer, with emphasis, NO!....She ought clearly to comply with neither the one appeal or the other. And, if she be not smitten with judicial blindness, she will not. The present duty of Kentucky is to maintain her present independent position—taking sides not with the Government and not with the seceding States, but with the Union against them both; declaring her soil to be sacred from the hostile tread of either, and, if necessary, making the declaration good with her strong right arm. And—to the end that she may be fully prepared for this last contingency and all other possible contingencies—we would have her arm herself thoroughly at the earliest practicable moment.

What the future duty of Kentucky may be, we, of course, cannot with certainty foresee; but if the enterprise announced in the proclamation of the President should at any time hereafter assume the aspect of a war for the overrunning and subjugation of the seceding States—through the full assertion therein of the national jurisdiction by a standing military force—we do not hesitate to say that Kentucky should promptly unsheath her sword in behalf of what will then have become the common cause. Such an event, if it should occur—of which, we confess, there does not appear to us to be a rational probability—could have but one meaning, a meaning which a people jealous of their liberty would be keen to detect, and which a people worthy of liberty would be

prompt and fearless to resist. When Kentucky detects this meaning in the action of the Government, she ought, without counting the cost, to take up arms at once against the Government. Until she does detect this meaning, *she ought to hold herself independent of both sides, and compel both sides to respect the inviolability of her word.*

The same day an important Union meeting was held in Louisville, which was addressed by the Hon. James Guthrie, who had similarly spoken to a large assembly in the city March 16th, and by Judge William F. Bullock, Archibald Dixon, and John Young Dixon. It did not advocate armed resistance to secession, however, but fell in with the prevailing current in behalf of neutrality, and opposing coercion by the North, as well as secession by the South. It was declared by this meeting that Kentucky would be loyal until the Federal Government became the aggressor upon her rights. The City Council, on the 23d of the same month, appropriated \$50,000 to arm and defend the city, and presently increased the sum to \$250,000, provided the people should sustain the measure by a majority vote. The Bank of Louisville and the Commercial Bank agreed to make temporary loans of \$10,000 each for arming the State, in response to the request of the Governor; but the Bank of Kentucky declined to furnish any money for the purpose, except under the express stipulation that it should be used exclusively "for arming the State for self-defense and protection, to prevent aggression or invasion from either the North or the South, and to protect the present status of Kentucky in the Union."

By this time (the last week in April) the situation was beginning to excite grave apprehension and not a little vivid indignation in Kentucky—particularly at Louisville, whose commercial interests were seriously threatened by certain of the demonstrations there. This part of the story may best be told in the words of Mr. Whitelaw Reid, now editor of the New York Tribune, and former compiler of the great work in two volumes, known as *Ohio in the War*. In his description of the sentiment and scenes in Cincinnati at the outbreak of the war, Mr. Reid says:

The first note of war from the East threw Cincinnati into a spasm of alarm. Her great warehouses, her foundries and machine shops, her rich moneyed institutions, were all a tempting prize to the Confederates, to whom Kentucky was believed to be drifting. Should Kentucky go, only the Ohio river would remain between the great city and the needy enemy, and there were absolutely no provisions for defense.

The first alarm expended itself, as we have already seen,

in the purchase of huge columbiads, with which it was probably intended that Walnut Hills should be fortified. There next sprang up a feverish spirit of active patriotism that soon led to complications. For the citizens, not being accustomed to draw nice distinctions or in a temper to permit anything whereby their danger might be increased, could see little difference between the neutral treason of Kentucky to the Government and the more open treason of the seceded States. They accordingly insisted that shipments of produce, and especially shipments of arms, ammunition, or other articles contraband of war, to Kentucky should instantly cease.

The citizens of Louisville, taking alarm at this threatened blow at their very existence, sent up a large delegation to protest against the stoppage of shipments from Ohio. They were received in the council chamber of the city hall, on the morning of April 23d. The city Mayor, Mr. Hatch, announced the object of their meeting, and called upon Mr. Rufus King to state the position of the city and State authorities. Mr. King dwelt upon the friendship of Ohio to Kentucky in the old strain, and closed by reading a letter which the mayor had procured from Governor Dennison, of which the essential part was as follows:

"My views of the subject suggested in your message are these: So long as any State remains in the Union, with professions of attachment to it, we cannot discriminate between that State and our own. In the contest we must be clearly in the right in every act, and I think it better that we should risk something than that we should, in the slightest degree, be chargeable with anything tending to create a rupture with any State which has not declared itself already out of the Union. To seize arms going to a State which has not actually seceded, could give a pretext for the assertion that we had inaugurated hostile conduct, and might be used to create a popular feeling of favor of secession where it would not exist, and end in border warfare, which all good citizens must deprecate. Until there is such circumstantial evidence as to create a moral certainty of an immediate intention to use arms against us, I would not be willing to order their seizure; much less would I be willing to interfere with the transportation of provisions."

"Now," said Mr. King, "this is a text to which every citizen of Ohio must subscribe, coming as it does from the head of the State. I do not feel the least hesitation in saying that it expresses the feeling of the people of Ohio."

But the people of Ohio did not subscribe to it. Even in the meeting Judge Bellamy Storer, though very guarded in his expressions, intimated, in the course of his stirring speech, the dissatisfaction with the attitude of Kentucky. "This is no time," he said, "for soft words. We feel, as you have a right to feel, that you have a Governor who cannot be depended upon in this crisis. But it is on the men of Kentucky that we rely. All we want to know is whether you are for the Union, without reservation. Brethren of Kentucky, the men of the North have been your friends, and they still desire to be. But I will speak plainly. There have been idle taunts thrown out that they are cowardly and timid. The North submits; the North obeys; but beware! There is a point which cannot be passed. While we rejoice in your friendship, while we glory in your bravery, we would have you understand that we are your equals as well as your friends."

To all this the only response of the Kentuckians, through their spokesman, Judge Bullock, was "that Kentucky wished to take no part in the unhappy struggle; that she wished to be a mediator, and meant to retain friendly relations with all

her sister States. But he was greatly gratified with Governor Dennison's letter."

The citizens of Cincinnati were not. Four days later, when their indignation had come to take shape, they held a large meeting, whereat excited speeches were made and resolutions passed deprecating the letter, calling upon the Governor to retract it, declaring that it was too late to draw nice distinctions between open rebellion and armed neutrality against the Union, and that armed neutrality was rebellion to the Government. At the close an additional resolution was offered, which passed amid a whirlwind of applause:

"Resolved, That any men, or set of men, in Cincinnati or elsewhere, who knowingly ship one ounce of flour or pound of provisions, or any arms or articles which are contraband of war, to any person or any State which has not declared its firm determination to sustain the Government in its present crisis, is a traitor, and deserves the doom of a traitor."

So clear and unshrinking was the first voice from the great conservative city of the Southern border, whose prosperity was supposed to depend on the Southern trade. They had reckoned idly, it seemed, who had counted on hesitation here. From the first day that the war was opened, the people of Cincinnati were as vehement in their determination that it should be relentlessly prosecuted to victory, as the people of Boston.

They immediately began the organization of home guards, armed and drilled vigorously, took oaths to serve the Government when they were called upon, and devoted themselves to the suppression of any contraband trade with the Southern States. The steamboats were watched; the railroad depots were searched; and, wherever a suspicious box or bale was discovered, it was ordered back to the warehouses.

After a time the General Government undertook to prevent any shipments into Kentucky, save such as should be required by the normal demands of her own population. A system of shipment permits was established under the supervision of the Collector of the Port, and passengers on the ferry-boats into Covington were even searched to see if they were carrying over pistols or other articles contraband of war; but, in spite of all efforts, Kentucky long continued to be the convenient source and medium for supplies to the Southwestern seceded States.

The day after the Cincinnati meeting denouncing his course relative to Kentucky, Governor Dennison, stimulated perhaps by this censure, but in accordance with a policy already formed, issued orders to the presidents of all railroads in Ohio to have everything passing over their roads in the direction of Virginia, or any other seceded State, whether as ordinary freight or express matter, examined, and if contraband of war, immediately stopped and reported to him. The order may not have had legal sanction, but in the excited state of the public mind it was accepted by all concerned as ample authority. The next day similar instructions were sent to all express companies.

The leading incidents of the war, so far as Louisville or this county had part in them, will be related in our annals of the city; we have designed to furnish simply enough by way of introduction to the large roster of the Jefferson county contingent in the war. Recruiting for either army was not long delayed by Kentucky's neutrality. The Louisville Legion now, as when the war with Mexico broke out, was again early

in the field with its offer of service, and the majority of its members formed the nucleus of the Fifth Kentucky volunteer infantry, which, under the lead of Lovell H. Rousseau, was rendezvoused and drilled on Indiana soil, at Camp Joe Holt, Jeffersonville, in deference to the sentiment at home against encampment on Kentucky territory. When neutrality was finally and forever broken by both sides in the conflict, recruiting thenceforth went on rapidly, and Camps Sigel and others were in due time formed in Jefferson county, where many other regiments or parts of regiments were assembled and equipped.

Shortly after the formation of the United States Sanitary Commission, in 1861, the Kentucky Branch of the Commission was organized, with Dr. Theodore S. Bell, of Louisville, as president, and the Rev. J. H. Heywood, vice-president. Says Mr. Heywood, in his History of the Branch:

Dr. Bell was chosen president by the unanimous and hearty vote of the members. From beginning to end he labored unweariedly, bringing to the great work not only fervent patriotism and broad humanity, but a mind alike capacious and active, extensive medical experience, a thorough mastery of sanitary law, and an intense, unrelaxing energy that was as vitalizing as it was inherently vital. And while rendering this invaluable service to the general cause—service to which Dr. Newberry, the accomplished Western Secretary of the United States Sanitary Commission, repeatedly paid the tribute of highest admiration—Dr. Bell had personal charge of a large hospital, which he so conducted as to command the esteem of and win the love and gratitude of hundreds and thousands of sick and wounded soldiers and their relations and friends. Never in any country or any age has there been more untiring consecration of rare powers and extraordinary attainments to noblest ends than was made by our honored fellow-citizen during those eventful years of destiny.

The brief but excellent memoir of Dr. Bell, contained in *Louisville Past and Present*, adds the following concerning his services:

The part Dr. Bell enacted for the relief of the sick and wounded of both armies during the war for the maintenance of the Union is especially worthy of mention here. In the sanitary report mentioned above [that of Dr. Newberry, secretary of the Western department of the commission] it is stated that on the night of the 9th of October, 1862, a meeting in Louisville was called to provide for the sufferers of the battle of Perryville, fought on the previous day. Dr. Bell, whose energies had been so severely taxed that a severe spell of sickness ensued and he was supposed to be near death's door, was informed by his faithful and sympathetic friend, Captain Z. M. Sherlev, of the intended meeting; and Dr. Bell announced his intention of attending it. Captain Sherlev protested against this course in a man who could not stand alone; but finding the doctor inexorable, called and aided him in getting to the meeting. Dr. Bell's knowledge

of sanitary measures guided the meeting, and the matter was committed to his keeping. A friend called and informed him that he and another gentleman were going to Perryville in a spring wagon and a team of two mules. The gentleman agreed to carry for Dr. Bell seventy pounds of stores for the wounded. This package, consisting of a barrel of alum, a number of pounds of pure chloroform, band-ges, and leaf extract, was put up under his supervision, and reached Perryville in advance of any of the numerous other transportation wagons and ambulances. The medical director, Dr. Murray, said as soon as he saw the package opened he knew that a doctor had presided over that merciful package.

A great number of Confederate sick and wounded were left at Perryville and Harrodsburg, and their friends in this city contributed funds for their relief. Under an order of General Boyle these articles had to pass through the hands of Dr. Bell as president of the Kentucky branch of the Sanitary Commission. He was so faithful to the dictates of mercy in forwarding everything of this kind that when Captain Harry Spotts, who, as one of the active friends of the Confederates, still had a fund of about \$300 in his hands, was about leaving Kentucky to take charge of the St. Nicholas hotel, he called upon Dr. Bell to take charge of this fund and purchase needed articles for the Confederate sufferers at Perryville and Harrodsburg. While Dr. Bell was willing to undergo the labor, he felt the delicacy of his position; but he made the purchases of Wilson & Peter, who filled the bill in the most liberal manner, and he presented their bill of items to Captain Spotts, who expressed his entire satisfaction with his expenditure of what he very properly deemed a sacred treasure. The articles were forwarded to the hospitals to the care of those who were ministering to those Confederate sufferers. General Boyle gave full permission to him, as president of the Kentucky branch of the United States Sanitary Commission, to forward to the sick and wounded Confederate soldiers at Harrodsburg the liberal contributions of their friends in this city, and Dr. Bell personally superintended the forwarding of these articles by the means of transportation placed at the disposal of the Sanitary Commission.

Dr. Woods, of the Indiana branch of the sanitary commission, wrote thus at one time of its operations here:

We render assistance to all that we can. We give precedence to the most distressing. A poor soldier is about to die at Park barracks. We obtain for him a discharge furlough, give him transportation, and send him home to die in his family. I spent a whole day with his case alone. A poor widow came here, with but one child in the world, and he is a soldier sick in the hospital. She has no dependences but him. She is robbed at the depot of every cent she has. No possible means to go home except to get her son discharged, draw his pay, and go home on that. She obtains from the surgeon a certificate of disability. His case is rejected by the board of examining surgeons. For her we work.

I met a soldier who had lost the power of speech by sickness. He had been sent here without a pass. He knew no more what to do or where to go than a sheep. I took him to the medical director and the hospital.

STATE MILITARY OFFICERS.

The citizens of Louisville, as may easily be supposed, were fully represented among the State

military authorities during the war-period, as well as among the soldiers in the field. Hamilton Pope, Esq., a prominent lawyer of the city, and son of Worden Pope, the famous old pioneer, was placed in charge of the State guard at the outset of the war, with the rank of brigadier-general, and remained in command until the troops were received and mustered into the Federal service. Samuel Gill, of that city, was a commissioner on the military board under the legislative act of May 24, 1861, and also under that of September 25th, of the same year. General John Boyle was Adjutant-General of the State from September 1, 1863, to August 1, 1864, when he resigned. Messrs. James W. Gault, W. DeB. Morrill, and James F. Flint, were State military agents until February 15, 1866. Dr. Isaac W. Scott was surgeon-general from September 3, 1863, with the grade of colonel. The Hon. James Speed, afterwards Attorney-general of the United States, was long mustering officer for the Northern armies at this point.

GENERAL AND STAFF OFFICERS.

It is a fact well very worth noting that, although Louisville is very far from comprising one-fifth of the entire population of the State, and did not furnish near twenty per cent. of the total number of Federal soldiers who enlisted in Kentucky during the war, yet one fifth (22) of the whole (115) list of general and staff officers in the Union army, appointed and commissioned by the President, were selected from her loyal ranks. The following is believed to be a full or nearly full list:

Lovell H. Rousseau, brigadier-general, October 1, 1861; major-general, October 8, 1862; resigned November 30, 1865.

William T. Ward, brigadier-general, September 18, 1861; breveted major-general February 24, 1865; honorably mustered out August 24, 1865.

Walter C. Whitaker, brigadier-general, June 25, 1863; breveted major-general, March 13, 1865; honorably mustered out August 24, 1865.

Jeremiah T. Boyle, brigadier-general, November 9, 1861; resigned January 26, 1864.

Thomas E. Bramlette, brigadier-general, April 24, 1863; declined accepting.

Eli H. Murray, Colonel Third Kentucky Veteran Cavalry; brevet brigadier-general, March 25, 1865.

Alexander M. Stout, colonel Seventeenth Kentucky Infantry; brevet brigadier-general, March 13, 1865.

J. Rowan Boone, lieutenant-colonel Twenty-eighth Kentucky Veteran Infantry; brevet colonel March 13, 1865.

Philip Speed, major and paymaster September 11, 1861; resigned December 23, 1862.

L. T. Thustin, major and paymaster, September 11, 1861; breveted lieutenant-colonel, honorably mustered out April 30, 1862.

John Speed, captain and assistant adjutant-general, March 11, 1863; major and paymaster, March 22, 1865; resigned March 19, 1865.

Alexander C. Semple, captain and assistant adjutant-general, September 29, 1862; resigned March 18, 1864.

J. Speed Peay, captain and assistant adjutant-general, July 15, 1862; resigned May 2, 1863.

H. C. McDowell, captain and assistant adjutant-general, November 19, 1861; resigned August 27, 1862.

William P. McDowell, major and adjutant-general March 11, 1863; resigned December 9, 1863.

Stephen E. Jones, captain and aid-de-camp July 9, 1862; resigned March 13, 1865.

William L. Neal, captain and assistant quartermaster, May 18, 1864; honorably mustered out July 28, 1865.

George P. Webster, captain and assistant quartermaster, May 12, 1862.

R. C. Welster, captain and assistant quartermaster, September 30, 1861.

Joshua Tevis, captain and assistant commissary of subsistence, November 26, 1862; canceled.

John Fry, captain and assistant commissary of subsistence, October 31, 1861; breveted major March 13, 1865; honorably mustered out February 2, 1866.

J. F. Huber, captain and assistant commissary of subsistence October 25, 1861; breveted major; honorably mustered out October 12, 1865.

THE FEDERAL CONTINGENT.

It is probably impossible to make up from any sources accessible to the local historian an exact roster of the soldiers contributed to the Federal armies by Louisville or Jefferson county. Had the massive volumes in which the enterprise and liberality of the State have embodied her rolls of Union soldiers, the Adjutant General's Report, for 1861-66, contained, as does the Adjutant General's Report of Indiana for the same period, the places of residence as well as the names of the soldiers, the work would be comparatively easy. Fortunately, the alphabetical list of officers, near the close of the great work, does supply the places of residence of the commanders; and with these as a partial guide, it has been possible to compile with reasonable certainty the lists of Federal commands from this city and county. Still many soldiers must have been recruited here for regiments and batteries which contained, perhaps, not a single officer from this region, and so, particularly if the recruit was mustered into service elsewhere, there is absolutely no clue to his residence here. On the other hand, it would not answer to accredit Louisville with every soldier mustered into service here; since large numbers of men who had no residence

in this region came or were brought here for the purpose of muster-in. Notwithstanding these difficulties, however, it is believed that an approximately correct list has been prepared. If any mistakes in spelling are found, they must be charged over to the office of the Adjutant-General of the State; since the printed words of the Report have been in our compositors' hands, and the whole has been carefully read by copy.

SECOND KENTUCKY INFANTRY.

FIELD AND STAFF.

Colonel William E. Woodruff.
Colonel Thomas D. Sedgewick.
Adjutant Henry Weindell.
Surgeon David J. Griffiths.
Assistant Surgeon Frederick Rectanus.

COMPANY B.

COMMISSIONED OFFICERS.

First Lieutenant Archibald McLellan.
First Lieutenant George R. McFadden.
Second Lieutenant Sidmund Huber.

THIRD KENTUCKY INFANTRY.

FIELD AND STAFF.

Colonel Thomas E. Bramlette.
Regimental Quartermaster Thomas M. Selby, Jr.
Surgeon Joseph Foreman.
Assistant Surgeon James R. Scott.

FOURTH KENTUCKY INFANTRY.

COMPANY H.

COMMISSIONED OFFICERS.

First Lieutenant Henry Teney.

FIFTH KENTUCKY INFANTRY.*

The Fifth was organized in the summer of 1861, under Lovell H. Rousseau as colonel, and was mustered into the United States service on the 9th day of September, 1861, at Camp Joe Holt, Indiana, by W. H. Sidell, major Fifteenth United States infantry, and mustering officer. Colonel Rousseau was promoted to brigadier-general October 5, 1861, and Harvey M. Buckley was then commissioned colonel. He resigned January 26, 1863. William W. Berry was, on the 9th of February, 1863, mustered as colonel, and commanded the regiment until its muster-out of service at Louisville September 14, 1864. A portion of the regiment veteranized, and at the muster-out of the regiment the recruits and veterans were transferred to the Second Kentucky Veteran cavalry.

It is with regret that a report of this regiment

*The regimental histories are used, almost verbatim, as they are found in the Adjutant-General's Reports.

is published without a full history of its career, it having been one of the very first Kentucky regiments which "rallied around the flag," and formed part of Rousseau's gallant command, who, by their timely occupation of Muldrough's Hill, kept at bay the rebel forces, and saved Kentucky from being drawn entirely within the enemy's lines. The difficulties under which the regiment was raised, having been organized at the time that Kentucky was resting upon her neutrality, assure to its officers the greatest credit for their success.

At the alarm of an invasion of Kentucky by Buckner, this gallant command was thrown out in defense of Louisville by General (then Colonel) Rousseau, held them in check until reinforcements arrived from Ohio and Indiana, and forever refuted the idea of a State standing in a neutral position when the integrity or unity of the nation was assailed. From the time the Fifth crossed the Ohio river from Camp Joe Holt, recruiting progressed rapidly throughout Kentucky. Having been thoroughly disciplined during the time it was encamped at Joe Holt, it took the lead of and was the nucleus around which the Grand Army of the Cumberland was formed. It served with distinction, and gained repeatedly praise from the department commanders. Besides numerous others, it participated in the following-named battles in which loss was sustained, viz: Bowling Green, Shiloh, Stone River, Chickamauga, Mission Ridge, Rocky Face Ridge, Resaca, Dallas, Kenesaw, Atlanta, Dallas, Orchard Knob, Liberty Gap, and Blain's Cross Roads.

FIELD AND STAFF.

Colonel Lovell H. Rousseau.
Colonel William W. Berry.
Lieutenant-Colonel John L. Treanor.
Major Charles L. Thomasson.
Adjutant Edward W. Johnstone.
Regimental Quartermaster Thomas C. Pomroy.
Regimental Quartermaster John M. Moore.
Surgeon John Matthews.
Chaplain James H. Bristow.
Sergeant-Major James T. O. Day.
Sergeant-Major A. Sidney Smith.
Sergeant-Major Hervey R. Willett.
Quartermaster-Sergeant Frederick N. Fiske.
Quartermaster-Sergeant William H. Hayars.
Commissary-Sergeant Henry A. Day.
Hospital Steward John Wyatt.

COMMISSIONED OFFICERS.

Principal Musician Simon Boesser.
Principal Musician James Matthews.

Musician Major C. Barkwell.
Musician Joseph Einsiedler.
Musician Christian Gunter.
Musician Bernhard Klein.
Musician Charles Oswald.
Musician Samuel Ross.
Musician John Kuef.
Musician Richard Schwenzer.
Musician Philip Selbert.
Musician John Spillman.
Musician Edward S. Sergeant.
Musician Philip Schenkler.
Musician John Schottlin.
Musician Joseph Von Berg.
Musician Sebastian Walter.
Musician Amos Lippincott.

COMPANY A.

COMMISSIONED OFFICERS.

Captain William Mangel.
Captain Thomas Foreman.
First Lieutenant John M. Smith.

NON-COMMISSIONED OFFICERS.

First Sergeant James Maloney.
Sergeant Paul Clinton.
Sergeant Andrew C. O'Neil.
Corporal Robert Cosgrave.
Corporal Benjamin D. Edsell.
Corporal Francis M. Gray.
Corporal Michael Hammond.
Corporal James Joyce.
Corporal Bartholomew Buckley.
Teamster Charles Bowers.

PRIVATES.

Thomas Corbitt, James Crow, Thomas Dunn, John F. Dietz, John Dutch, Joseph Elsner, James Fisher, Patrick Gorman, Robert Johnson, Daniel Keefe, William Keiley, Lewis Keele, John Manning, Alenazer Monroe, Edward Murphy, John Mara, Bernard McElroy, Jeremiah McCormick, Timothy McCormick, Patrick McCormick, John McKeown, Michael O'Malia, Theodore Pohlmeier, John Pilkington, Jeremiah Rager, John Rimo, Bernard Smith, Jacob Sufell, John L. Swabb, Peter S. Kennedy, Thomas Lewis, Thomas Loftie, Oliver Newell, Henry Runch, James Ryan, John Toomey, Henry Toby, John Thornton, James Tevlin, Larkin Adams, John Kilroy, Moses M. Pounds, William Bediker, Daniel Curran, William W. Cassidy, John W. David, Alexander Gilbert, George Grinshaw, William H. Harrison, Owen Kelley, Benjamin Lowery, Philip F. Moore, John Myer, Michael McCook, John Turnboe, Patrick Vale, Thomas Dwyer, William Herren, Hugh McElroy.

COMPANY B.

COMMISSIONED OFFICERS.

Captain Lafayette P. Lovett.
First Lieutenant John P. Hurley.
Second Lieutenant Thomas J. McManen.
Second Lieutenant David Jones.

NON-COMMISSIONED OFFICERS.

First Sergeant George Sambrall.
Sergeant James D. McCorkhill.
Sergeant Lewis P. Cox.
Sergeant John M. Sutton.
Sergeant John Ott.
Sergeant William Batman.

Sergeant John Vickrey.
 Corporal Frank Pope.
 Corporal Joseph Conen.
 Corporal William P. Dueley.
 Corporal James Noonan.
 Corporal John Kruller.
 Corporal William Gibson.
 Corporal Edward O'Brien.
 Corporal Sanford T. Thurman.
 Corporal Thomas Selvaey.
 Corporal Richard Sweeney.
 Wagoner Nicholas Larkin.
 Musician Joseph Hazlewood.

PRIVATES.

Joseph W. Bennett, Benjamin F. Bennett, Robert Beatt, Patrick Cleary, John Catter, James Council, George Cancellman, Thomas Frothingham, Michael Frank, John Gunn, George W. House, Frederick Herns, Louis Hodes, John Jordan, John Kenney, Henry Kendall, John F. Koch, Jeremiah Knapp, Henry Manore, Joseph Miller, Edward Mitchell, Thomas Murray, James Mulcha, Charles Ott, Joseph Smith, William Snider, John T. Steele, William T. Thurman, Elijah Thurman, Thomas Hardin, Thomas Burcett, John Branan, Henry Conner, John Dunn, Augustus Hess, William B. Jones, William Moyers, Enos Sutton, Alexander Tinock, Louis Base, Joseph Dey, Frederick N. Frishe, Patrick Woods, John Metz, Johnson Todd, Beauford Thurman, Levin W. Collins, Simon Echert, Thomas Gunn, Conrad Granco, Charles Shupp, Christopher Becker, Melville F. Howard, Richard Henan, Alexander Mullen, John Norris, John W. Sutton, Petre Sutton, William Stewart, James H. Sirles, Richard Toole, Thomas Voss.

COMPANY C.

COMMISSIONED OFFICERS.

Captain Asaph H. Speed.
 Captain Christopher Leonard.
 First Lieutenant Richard Jones.

NON-COMMISSIONED OFFICERS.

First Sergeant Albert Webb.
 Sergeant Lewis Hagerman.
 Sergeant William Foster.
 Sergeant William Shaw.
 Sergeant John Rhodes.
 Sergeant Mason L. Speed.
 Sergeant Frank Lightner.
 Sergeant LeGrand Dunn.
 Sergeant Stephen Jewell.
 Corporal George W. Byers.
 Corporal Henry B. McKinney.
 Corporal Charles Stiglitz.
 Corporal Peter Holback.
 Corporal John Erwine.
 Corporal Richard Goodman.
 Corporal Charles Osterman.
 Corporal John Peevler.
 Corporal Henry Hoos.
 Musician George Puff.

PRIVATES.

Jacob Barber, John Backhoff, Martin Butler, Sidney Broadas, James Carroll, Benjamin F. Davis, Robert Dotson, Anthony Duntar, James Hagerman, Jesse Hill, Henry Hess, Thomas Kelly, James Kennedy, Thomas Kennedy, Joseph McGuire, Thomas McManis, James Medbeck, Thomas Maher, Michael O'Brien, Zachariah Owens, Peter O'Connell,

John J. Oakley, Willaby Richardson, John Riley, Christopher Schiffman, Joseph Wright, Henry Wright, Alonzo Buchanan, William Burns, John Donahoo, Michael Dublin, Henry Hopsmeier, William H. McCoy, John Myrick, Frank Partridge, Thomas J. Peters, Charles Rumsey, Jesse D. Sexton, Martin Seibert, Conrad Wenzel, Henry Wilkins, Dennis Burk, George Weimhoff, John Brown, Dennis Conroy, Patrick Flinn, George Hughes, George Letzinger, John McCormick, William S. Riley, Thomas Sly, Bernard Arthur, John Casper, John Cronan, William Dotson, William D. Laffy, Michael Collins, Michael Conley, Elijah Davis, John McLaughlin, Henry Smith, Joseph N. Patrick, Richard Kuhlman, Gothart Scinell, Henry Valentine, George Ward.

COMPANY D.

COMMISSIONED OFFICERS.

Captain William W. Rowland.
 First Lieutenant Theodore F. Cummings.

NON-COMMISSIONED OFFICERS.

First Sergeant Adam Kraher.
 Sergeant Conrad Shire.
 Sergeant John P. Richardson.
 Sergeant Dauliel R. Grady.
 Sergeant Edwin R. Waldon.
 Sergeant Elijah Tansill.
 Corporal James Kennedy.
 Corporal Alexander McKeon.
 Corporal John Apel.
 Corporal Alfred W. Harris.
 Corporal James C. Gill.
 Corporal Louis Glass.
 Corporal David Ward.
 Corporal Patrick Burks.
 Corporal Bryan Drew.
 Musician William Edwards.
 Teamster John S. Kounts.

PRIVATES.

James K. Cooper, James Dannels, Josiah Edwards, Patrick Gilligan, John P. Gunnels, Martin Harback, Charles Haas, Robert Hodgkins, Ferdinand Kerchendofer, John Maloy, Sebastian Mill, Louis Neas, Francis Powell, James Ryan, John Stab, Deaderick W. E. Stark, John C. Williamson, Edward Parks, Benjamin Patrick, Louis M. Ronime, Austin D. Sweeney, Martin Weitz, Keran Egan, John Fox, William Hackett, John McCormick, Hugh McMannus, Robert Smith, Theodore Steinbronk, Clemance Schroeder, John Higgins, Thomas Larue, Alexander Moore, John M. Young, Daniel Canning, Patrick Dannelly, Henry Geotz, Dents Henderson, James Hartigan, John Mann, Michael McManus, James H. Richardson, George W. Vandergraft, Conrad Brawner, Riley A. DeVenney, Edward Fleming, Arthur Graham, Stephen B. Hornback, George Phiffer, Jacob Sauer, Louis C. Smith, Francis M. Tucker.

COMPANY E.

COMMISSIONED OFFICERS

Captain August Schweitzer.
 Captain Stephen Lindenfesler.
 Second Lieutenant Frank Dessell.

NON-COMMISSIONED OFFICERS.

Sergeant Frederick Knoener.
 Sergeant Joseph Schmitt.
 Sergeant Mathias Schontess.
 Sergeant John B. Schiebel.

Sergeant John Schmidt.
 Corporal Rudolph Egg.
 Corporal Bernhard Seiner.
 Corporal William Koch.
 Musician George Schweitzer.
 Teamster Andrew Meissner.

PRIVATES.

Joseph Dumpel, Charles Fritz, Philip Falter, John B. Felber, Frank Gehring, George Gerlach, John Huber, Valentine Harper, Christian Jutzi, Jacob Karcher, Philip R. Klein, Bernhard Kuhl, August Koehler, Jacob Lantz, Louis Lorey, Charles Murb, Peter Mueher, Robert Nere, Thomas Roesch, William Reif, Joseph Stoltz, Philip Schneider, Julius Winstel, Jacob Arenat, Christian Baker, Michael Boheim, Henry Boheim, Frederick Bernds, Charles Evers, John Eisele, John Fust, John Hufnagel, Theodore Jagar, Anton Kuntz, William Martin, Henry Menze, Joseph Meyer, George Ruekert, Anter Scherer, John Stokinger, Louis Schernbachler, Christian Welker, Joseph Weingartner, Benedict Walzer, Casper Weiner, Peter Klotz, George Bamiester, Frederick Blair, Philip Goebel, John Mohr, Francis Brohm, Christian Erisman, Ernst Hofsap, Andrew Kolb, Simon Rehm, William Stranch, Philip Amann, Ludwig Binger, Bartholomew Drebler, Joseph Faust, Joseph Overmole, Frederick Rodeloff, John Traber, John Urban, William Vopel, John Gottschalk, Gothard Kling, Adam Newkirk, Henry Niehaus, Henry Saner, Benedict Wempe, Jacob Scherzinger.

COMPANY F.

COMMISSIONED OFFICERS.

Captain John E. Vansant
 First Lieutenant William H. Powell.
 Second Lieutenant John Martz.

NON-COMMISSIONED OFFICERS.

First Sergeant John O'Herrin.
 First Sergeant Jacob Peterson.
 Sergeant David Doup.
 Sergeant William Knox.
 Sergeant Franklin Bratcher.
 Sergeant William Burgess.
 Sergeant John Keer.
 Sergeant Charles Kahlert.
 Sergeant James T. O'Day.
 Sergeant William Snapp.
 Sergeant Felix Wolf.
 Corporal John F. Beal.
 Corporal Robert Bryant.
 Corporal Albert Laycock.
 Corporal Henry Agee.
 Corporal Thomas Martz.
 Corporal John Brodock.
 Corporal Nathaniel E. Osborn.
 Corporal John Wilkins.
 Musician William D. Mewheny.

PRIVATES.

James Atwood, Samuel C. Kline, John Cusick, John Dewberry, Patrick Darmady, John Eagan, Joseph Foster, James Fineran, William Fletcher, John Garrick, William Hamilton, John Hoffman, Patrick Kerwin, Frederick Kick, James P. Lawler, John Lemmer, William Mewheny, John Peterson, Charles Ratsfeldt, Andrew J. Smith, John Stratton, James Savage, Harrison Stage, Edward S. Saxon, David Woodfall, John Erb, William R. Greathouse, William W. Hill,

Lee Hand, Henry Henston, Martin Surmons, George Wright, Mathew Higgins, Jeremiah Lochery, John Scott, Henry R. Willett, Joseph Kraig, Jacob Mungee, Jonas Smith, John W. Thorp, Michael Brady, Andrew Connerly, Edward Dowling, Irwin Dewese, Charles Dolan, James Knox, Nicholas Miller, John Pierce, Henry C. Smith, John Schmidt, Jacob Stencil, David Whittaker, Edward Burchin, James H. Hughes, Oliver H. Johnson, Mathew Murtchier, William Pulsfort.

COMPANY G.

COMMISSIONED OFFICERS.

Captain John M. Huston.
 Captain William H. Powell.
 First Lieutenant David Q. Rousseau.
 First Lieutenant John W. Huston.
 Second Lieutenant Theodore E. Elliott.

NON-COMMISSIONED OFFICERS.

First Sergeant Elzaney C. Keene.
 Sergeant Robert W. Grayburn.
 Sergeant John C. Cahill.
 Sergeant Jerry McCarty.
 Corporal William L. Shoemaker.
 Corporal John Lacey.
 Corporal Joseph Whitlock.
 Teamster Francis N. Lord.

PRIVATES.

William Botts, Thomas Burns, Langson V. Brown, William Black, Patrick Crane, Michael Colgan, James W. Coburn, Patrick Dougherty, August Depoire, Patrick Franey, Thomas Ferrier, Charles Hanley, Benjamin P. Henmann, John W. Hendricks, John Kelker, Patrick Morgan, Thomas McGuire, Lawrence McGiven, John McCullough, Patrick Riley, Charles Smith, John Vannorman, Patrick Welch, John Bowman, John Barker, James Conklin, Thomas Cody, Henry Gormely, Dennis Jordan, Robert Kyle, Francis S. McGuire, Thomas McGrath, John Nolin, Charles W. Tolerin, John Bodkins, Levi Byron, John W. Coburn, John Gregg, Henry Hawkins, Thomas McLane, John F. Hampton, William H. Hambaugh, Allen Smith, Richard Beaty, Harvey Bell, Thomas C. Darkin, Martin Donohue, Andrew M. Estes, Patrick Flannagan, Charles Flannagan, George B. Lamb, Michael Murphy, Luke Moran, James A. O'Donnell, John Shoemaker, Michael Sullivan, James Wall, Martin Brophy, Benjamin H. Conklin, Daniel Dunn, Michael Fellon, Michael Hart, Daniel S. Kelly, Patrick Rowan, Francis S. Shafer, Thomas White.

COMPANY H.

COMMISSIONED OFFICERS.

Captain Charles L. Tomasson.
 Captain Norman B. Moninger.

NON-COMMISSIONED OFFICERS.

First Sergeant John Neel.
 Sergeant Minor McClain.
 Sergeant Peter Lynn.
 Sergeant George Borgel.
 Sergeant George Williams.
 Sergeant John M. Adams.
 Sergeant Rudolph Schimpff.
 Corporal George H. Ingham.
 Corporal James McDonald.
 Corporal William Summers.
 Musician William Mager.

PRIVATES.

William Albert, George Bessinger, Lewis Brown, John G. Burklin, Joseph Bergman, Frederick Breener, Squire Cable, John Daughenbaugh, William Daughenbaugh, Guy Fry, John Gesford, Joseph Hackman, Isaac Jackson, John T. Hays, Frederick Jones, Andrew Jackson, George Kueling, James W. Mattingly, Philip Neel, Charles Robinson, Homer Stephens, William Shearer, William Soume, Peter Schmidt, John D. Stinson, William Stevenson, Andrew H. Ward, John W. Williams, Richard A. Wilson, Charles Wenzel, William Bumgardner, Antone Bessinger, Charles Fleckhamer, Son, Charles Fleckhamer, Jr., John G. High, William H. Hopperwell, John B. Martin, John S. Martin, John Marlan, Henry Muth, Joseph Ogden, Vincent Pellegrinni, Frederick Renye, Charles Ross, Chany C. Seymour, Edward Whitfield, George Haltenbaum, Edward F. Jenks, Frank Klespir, Edward Kaufman, James P. Williams, Henry B. Clay, James M. Davidson, William Factor, John Hoffman, John Kriskie, John Matheney, Thomas McNickell, Augustine Wilman, Simon Bryant, William Gravatte, James O. Gales, Luke Gallagher, Mathias Droumiller, Andrew Fisher, John G. Mobins, William Mackjason, Joseph Roos, Harrison Summers, Thomas L. Martin, Simpson C. Summers, John F. Sugar.

COMPANY I.

COMMISSIONED OFFICERS.

Captain Alexander B. Ferguson.
 Captain Upton Wilson.
 First Lieutenant A. Sidney Smith.
 Second Lieutenant Wilson J. Green.

NON-COMMISSIONED OFFICERS.

First Sergeant William Anderson.
 Sergeant Christopher Bender.
 Sergeant Charles Price.
 Sergeant Lemuel Younger.
 Sergeant Thomas J. Manning.
 Sergeant Henry A. Day.
 Sergeant Robert P. Ball.
 Sergeant Jacob Turner.
 Sergeant Loyd H. Vittoe.
 Sergeant Ignatius Dawson.
 Corporal John Moore.
 Corporal William Murphy.

PRIVATES.

Charles Brothers, Jerry Butler, John Berge, Jacob Conrad, John E. Eney, Dennis Farney, Henry Glass, Charles Ice, William Lipflint, James Leslie, William Moore, John McNeil, Edgar C. Parker, William Riley, John Ruder, Joseph Smith, Joseph Tolbert, Frederick Wall, Theodore Walters, Gerhard Wagner, Marshall H. Anderson, Lewis Filmore, Jacob Goodincount, Matthew Haupt, James M. Hughes, Thomas Johnson, Alonzo B. Kitts, Henry C. Miller, William P. Robinson, Patrick Ryan, Christopher Short, Herman Shroeder, Dennis Younger, Howard A. Anderson, Henry Hailman, James M. Hogan, Alexander Hughes, John Brown, James V. C. Cusach, Martin Dorsey, Joseph Martinus, Henry Ranbergher, James Corrigan, John H. Elliott, Lewis Felker, Michael Green, John H. Manning, Lewis Mawes, Henry R. Morgan, Meredith H. Prewitt, Herman Slasinger, Thomas H. Winant, Moses Briscoe, Richard Felker, Conrad Grate, John Hays, John Jackson, Frank Klango, George Kingdom, John Marshall, Henry Murlack, Franklin Price, Eli H. Prewitt, Christian Stammer, Michael Sweeney, Henry Wall.

COMPANY K.

COMMISSIONED OFFICERS.

Captain John D. Brent.
 Captain John P. Hurley.
 First Lieutenant George W. Richardson.
 First Lieutenant Morgan Piper.
 Second Lieutenant George W. Wyatt.

NON-COMMISSIONED OFFICERS.

Sergeant Charles Freeman.
 Sergeant Louis Edsell.
 Sergeant Alexander G. Renfro.
 Corporal John Brandrick.
 Corporal Thomas Mullen.
 Corporal John Freeman.
 Teamster Prealy T. Richardson.

PRIVATES

Thomas Agan, Edward Bordin, Robert Buckner, Henry C. Buckner, James A. Coleman, Archie Cawherd, James A. Conner, James D. Carter, John Dawson, William Dawson, Robert Drummond, Harvey Gray, James Gum, Robert L. Hatcher, Thomas J. Ingraham, George W. Jones, John Neal, Louis Nest, Henry C. Richardson, William H. Routh, Peter Stone, Edward Welch, William F. Wallace, Orlando Wainrer, Frederick Bussy, Shadrach T. Butler, Edward Brundage, Michael Higgins, John Knapp, James Lacy, Louis Langolf, William McBe, Lafayette Mudd, David T. Moneypeny, Michael Sranesdoffer, Sylvester Wick, Edgar Wainrer, James Yates, William W. Hill, William Hamilton, James Long, Edward S. Sexton, Simpson Stout, Thomas J. Craddock, John O. Donohugh, Allen Higginbotham, John H. Hawkins, Thomas McDermott, Thomas Nunn, John W. Runyan, Samuel L. Richardson, Caleb C. Tharp, John White, John C. Cobble, John J. Devaur, Thomas J. Evington, John J. Gatly, Surg. W. Gaddie, Terah T. Hagan, James Hodges, William P. Jacknan, Louis J. Richardson, Robert Peoples, William Neal, Joseph Smith, Elisha O. Chandler, Thomas H. Cook, James Herold, William W. Jones, Thomas J. McGill, Whitfield N. Pedago, William Reynolds, Garland E. Raburn, Jacob Rush, William H. Ross, Patrick H. Wyatt, John Etherton, Edward McCarty.

SIXTH KENTUCKY INFANTRY.

The Sixth was organized at Camp Sigel, Jefferson county, in December, 1861, under Colonel Walter C. Whitaker, and was mustered into the United States service on the 24th December, 1861, by Major W. H. Sidell, United States mustering officer. Immediately after organization it was assigned to the Department of the Cumberland, and entered upon active duty. It was commanded by Colonel Whitaker until June 30, 1863, when he was promoted brigadier-general, and Lieutenant-Colonel George T. Shackelford was commissioned colonel. In all the early engagements in Tennessee and on the Atlanta campaign, this regiment took an active part, and in the battles of Shiloh, Stone River, and Chickamauga suffered severely in killed and wounded. The number actually killed in battle exceeded

ten per cent of the number originally enlisted. It was the recipient of frequent orders of praise for undaunted gallantry, soldierly conduct, and discipline. Throughout its whole enlistment its achievements were brilliant and without reproach, and equal to the best volunteer regiment in the army. It participated in the following-named battles, in which loss was sustained, viz: Shiloh, Stone River, Readyville, Tennessee, Chickamauga, Mission Ridge, Allatoona Mountain, Resaca, Kenesaw Mountain, Dallas, Rocky Face Ridge, Peachtree Creek, Adairsville, and Atlanta.

It was mustered out at Nashville, on the 2d day of November, 1864, the recruits and veterans being transferred to the Kentucky Mounted Infantry.

COMPANY C.

COMMISSIONED OFFICERS.

Major William N. Hailman.
Quartermaster Michael Billings.
Captain Henry C. Schmidt.
First Lieutenant German Dettweiler.
Second Lieutenant Gustavus Bohn.
Second Lieutenant Frederick V. Lockman.

NON-COMMISSIONED OFFICERS.

First Sergeant George Murk.
First Sergeant Jacob Brooker.
First Sergeant Henry Hochl.
Sergeant Nicholas Rentz.
Sergeant Frank Schnatz.
Sergeant Charles Gussmann.
Sergeant Frederick Schneller.
Sergeant Charles Thomas.
Corporal John Gross.
Corporal Jacob Jecko.
Corporal Charles Metz.
Corporal George Tuckmuller.
Musician Philip Kramer.

PRIVATES.

John Beck, Peter Fie, Frederick Galidorf, Adolph Huze, Conrad Hennis, Frank Hellinger, Bernhardt Holdtigh, Jacob Hill, John Jacob, Conrad Koehler, Jacob Kuhler, Blanis Klump, George Kinch, John Knap, Anton Mack, Ernst G. Muller, Jacob Maller, Henry Pope, Michael Sabler, Thomas Schreller, Adam Schork, Jacob Schintzier, Joseph Umhofer, Jacob Areni, Frederick Borghold, Jacob Brennerman, Nicholas Couch, Jacob Doll, Sebastian Fesker, Clement Frunkle, William Frah, William Geisel, Frederick Haum, John Kennervey, Mathew Knuf, Joseph Meir, Frederick Muller, Loreng Nussbaum, Joseph Ollmann, Peter Prom, Elias Ress, August Warthorn, Staver Egle, Valentine Hoffman, Frederick Berdandig, John Bohain, John Brown, Frederick Funk, William Knop, Joseph Looover, August Nool, Gottlieb Oppenkusky, George Rillhery, Christian Wilke, Lorenz Vogel, Conrad Wittich, Frederick Butler, John Tusselman, Michael Herlick, Christian Kas, John Kleimer, Bernhard Koope, John P. Kramer, Michael Kramer, John Lintz, Henry Linhey, Edward Smith, Helerich Wenderlin, Ludwig Wirth.

COMPANY E.

COMMISSIONED OFFICERS.

Captain Bernhard Hund.
Captain William Frank.
First Lieutenant Lorenzo Ammon.
Second Lieutenant Anton Hurd.
Second Lieutenant Valentine Melcher.

NON-COMMISSIONED OFFICERS.

First Sergeant Lewis H. Branser.
First Sergeant John Dauble.
Sergeant Franz Maas.
Sergeant Joseph Grunewald.
Sergeant Joseph Bouchard.
Sergeant Jacob Kimmel.
Corporal Englebert Emig.
Corporal Herman Travert.
Corporal Lorenz Utsch.
Corporal Mike Wuernle.
Corporal George Billing.
Corporal Nicholas Voly.

PRIVATES.

Jacob Burlein, George Burlein, John Creelins, George Frederick Dittrich, Clemens Erhardt, John Foester, Charles Franke, John Fix, Adolph Grieshaber, George Goetz, Lewis Kammerer, Edward Klump, John Henry Kalthoefler, William Kreider, August Lamprecht, Christoph Lehmann, Jacob Martin, Franz Mueller, August Prinz, Mathews Rudloff, Louis Staute, George Stier, Lewis Strauss, Franz Schwerer, Henry Weber, Ignatz Wittenauer, Jacob Wunsch, Friedrich Zeitz, Conrad Amon, Conrad Buschman, Friedrich Froeblich, John George Fox, Vincent Flaig, Conrad Gutknecht, Adam Hafermaas, Henry Kassling, John Lause, Peter Lause, John Melcher, Joseph Mathes, John Noerlinger, John Niehter, John Roth, Gottfried Rentschler, Jacob Scharf, John Schmidt, Charles Schill, Markus Schmidt, Franz Schnabel, Joseph Spanninger, William Stanze, John Funk, Charles Grunewald, Mathew Herth, August Eversberg, John Long, Franz Bassel, William Braumuller, John Leisinger, William Kirchhuebel, Henry Kolb, Ignatz Lorenz, Philip Standacher, Franz Schuster, Franz Zaner, Louis Miller.

COMPANY G.

COMMISSIONED OFFICERS.

Captain Peter Ernge.
Captain Peter Marker.
Captain Gottfried Rentschler.
First Lieutenant George Marker.
Second Lieutenant Henry Canning.
Second Lieutenant Nicholas Sehr.

NON-COMMISSIONED OFFICERS.

First Sergeant Peter Kyrisch.
First Sergeant Henry Poetter.
Sergeant Peter Kerkhof.
Sergeant Henry Wulf.
Sergeant Philip Oeswein.
Sergeant Jacob Inninger.
Sergeant George Klaus.
Sergeant David Muengenhagn.
Sergeant Charles Nodler.
Sergeant William Welker.
Sergeant John Kremer.
Sergeant Theodore Wesendorf.
Corporal Julius Holst.
Corporal David Plaggenburg.

Corporal Joseph Amman.
Musician Richard Engelbert.
Wagoner Henry Kieser.

PRIVATES.

Gottfried Cannon, George Duckhutt, Henry Doppler, Frank Dienst, Wendel Held, John Held, Philip Hesland, Herman Olsgessers, Albert Winter, Joseph Rutzler, Christian Reiss, Herman Rueter, William Strassel, John Schueler, Jacob Schenckel, Theobald Stark, Bernhard Teder, Nicolaus Weber, Frank Wittman, William Ahrens, John Allgayer, John M. Bann, John Bruchel, Michael Cargill, Conrad Hagedorn, Jacob Hessler, John Halamann, John Layer, Gustave Laun, Herman Kuss, John Bentler, Clemens Schwab, John Atris, Lorenz Bohn, Alphonso Carrington, Joseph McConals, Willis H. Morton, James T. Terhune, Anton Wormser, Edward S. Kelly, Michael Bach, Christian Bauer, John Doetenbier, Charles Fischbach, Joseph Kram, John Matley, Joseph Maas, Adam Maas, Jacob Marx, August Nolt, Henry Oberiller, Martin Ring, Christian Schuhmacher, John Schipper, Bernhard Schneller, Gregor Schneider, John Stempel, John Velton, Andrew Wagner, Ferdinand E. Evans.

COMPANY H.

COMMISSIONED OFFICER.

Captain Isaac N. Johnston.

COMPANY I.

COMMISSIONED OFFICERS.

Captain August Stein.
Captain Friedrich Nierhoff.
Captain Dietrich Hesselbein.
First Lieutenant William Frank.

NON-COMMISSIONED OFFICERS.

First Sergeant Felix Krumrich.
Sergeant Christian Lambert.
Sergeant Philip Nocker.
Sergeant Anthony Scholl.
Sergeant Julius Horst.
Sergeant Rienhart Reglin.
Corporal Balthasar Hassinger.
Corporal Joseph Waltz.
Corporal Joseph Valte.

PRIVATES.

Henry Altfultis, Leo Baumann, Henry Becker, William Denhardt, John Dahl, John Eger, Joseph Feis, Herman Flotman, Christian Fritz, Louis Gaupp, Michael Hoch, William Hetzel, John Kuster, Anthony Klos, John Moser, Simon Negele, Joseph Sauer, Francis Schilling, Henry Schlatter, Joseph Schuster, Philip Speiger, Valentine Steiner, Charles Stosser, Frank Wyle, Christian Bender, John Bisler, Henry Bruckmann, Philip Diehl, George Eitel, Michael Hausmann, Christian Hausecker, Henry Reichart, Christian Sanner, Louis Steinbach, Joseph Schumann, Henry Schibly, John Schweitzer, Jacob Spatrohr, Frederick Utz, Michael Vester, Peter Wagner, John Hubing, Thomas Muller, Vital Bourkart, Casper Backmann, Christian Conrad, Casper Kehlin, Clemens Klos, Casper Krebs, Christian Mirkel, John Christ Moench, Henry Munsterkotter, Joseph Muller, John Jacob Oberer, Frederick Orth, James Rampendahl, Mike Reuter, John Schwein, Louis Schmidt, John Spanier, Conrad Seibel.

SEVENTH KENTUCKY INFANTRY.

FIELD AND STAFF.

Assistant Surgeon Henry Tammage.

COMPANY C.

COMMISSIONED OFFICERS.

Captain William K. Gray.
First Lieutenant Charles G. Shanks.

NINTH KENTUCKY INFANTRY.

FIELD AND STAFF.

Regimental Quartermaster Francis M. Cummings.

COMPANY A.

COMMISSIONED OFFICERS.

First Lieutenant Rufus Somery.
Captain John M. Vetter (a).

TENTH KENTUCKY INFANTRY.

The Tenth was organized at Lebanon, under Colonel John M. Harlan, and mustered into service on the 21st day of November, 1861.

It was assigned to what was then the Second brigade, First division of the Army of the Ohio. On the 31st of December the regiment commenced its march from Lebanon to Mill Springs. It did not participate in the battle of Mill Springs, being on detached duty, but joined the division in time to be the first to enter the rebel fortifications. From Mill Springs it marched to Louisville, from which place it went by steamboat to Nashville, thence to Pittsburg Landing, and took part in the siege of Corinth. A few days after, the brigade of which the Tenth formed a part was sent by General Grant up the Tennessee river on transports, guarded by a gunboat, all under the immediate command of W. T. Sherman. The forces landed at Chickasaw. The object of the expedition was to penetrate the country from Chickasaw and destroy the large railroad bridge east of Corinth and near Iuka, which was most successfully done. In June, 1862, the regiment marched to Tuscumbia, Alabama, and garrisoned Eastport, Mississippi, during July, 1862. It then marched through Tennessee and joined the division at Winchester, and garrisoned that place for some time. In July, 1862, two companies of the regiment, A and H, then on duty at Courtland, Alabama, were surrounded by an overwhelming force of the enemy and captured. The Tenth composed a part of Buell's army in his pursuit of Bragg into Kentucky; after which it returned to Gallatin, Tennessee.

On the 25th of December, 1862, the brigade

started from Gallatin in pursuit of the rebel General John H. Morgan, and to protect the Louisville & Nashville railroad. Morgan was overtaken on the 29th December, at Rolling Fork, and driven from the line of the railroad. In that affair General Duke, of Morgan's command, was dangerously wounded. The regiment returned to Nashville, and was immediately sent by General Rosecrans, with other troops, in pursuit of Forrest and Wheeler, on the Harpeth river, where it suffered terribly from cold and rain. It was then stationed at Laverne, Tennessee; at which place, on the 7th of March, 1863, Colonel Harlan resigned the colonelcy of the regiment, duties having devolved on the colonel by the death of his father, the late Hon. James Harlan, which required his personal attention. After the resignation of General Harlan, Lieutenant-Colonel Hays was promoted colonel, and remained in command until it was mustered out of service.

The regiment was with Rosecrans in his summer campaign from Murfreesboro to Chickamauga, participating in actions at Hoover's Gap, Fairfield, Tullahoma, Compton's Creek, and Chickamauga, returning with the army to Chattanooga. It was under General Thomas at Chickamauga, took part in the battle of Mission Ridge, and pursued the enemy beyond Ringgold, Georgia. It marched from Chattanooga and participated in the action at Rocky Face Ridge February 25, 1864, and, returning to Ringgold, which was then the outpost of the army, it remained there until May 10, 1864, when it started with General Sherman on the Atlanta campaign, taking part in nearly every action or movement in that long and eventful campaign. The flag of the Tenth was the first to be placed on the enemy's works at Jonesboro, Georgia, September 1, 1864. It was the first regiment to break the rebel lines at that place, and entered their works, capturing the Sixth and Seventh Arkansas rebel regiments and their colors.

On the 9th July, 1864, the Tenth had a severe engagement on the north bank of the Chattahoochee river, engaging, single-handed and alone, a brigade of the enemy and holding them in check until reinforcements arrived. It would be impossible to give a full history of this regiment in the short space allotted for the purpose; the last campaign alone would fill a volume. Suffice

it to say that, in the three years of its military existence, the Tenth performed its whole duty, and at all times maintained the proud reputation of its State. It was mustered out of service at Louisville, December 6, 1864.

Besides numerous other engagements, it participated in the following, in which loss was sustained, viz: Chickamauga, Mission Ridge, Jonesboro, Corinth, Rolling Fork, Hoover's Gap, Fairfield, Tullahoma, Compton's Creek, Rocky Face Ridge, Resaca, Chattahoochee River, Atlanta, Vining's Station, Pickett's Mills, and Courtland, Alabama.

FIELD AND STAFF.

Colonel John M. Harlan.
Major Henry G. Davidson.
Quartermaster Samuel Matlock.

COMPANY H.

COMMISSIONED OFFICERS.

Second Lieutenant William F. Beglow.
On alphabetical list of officers, but not on published rolls:
First Lieutenant Henry W. Berry.
First Lieutenant James Reynolds.
Second Lieutenant John Estes.

COMPANY I.

COMMISSIONED OFFICERS.

Captain Israel B. Webster.

COMPANY K.

COMMISSIONED OFFICERS.

Captain William Tweddle.
First Lieutenant James R. Watts.

NON-COMMISSIONED OFFICERS.

First Sergeant Charles Garvey.
Sergeant Richard R. Bellam.
Sergeant Robert Rea, Sr.
Sergeant John L. Lee.
Sergeant David Richard.
Sergeant Leroy S. Johnston.
Sergeant Peter A. Cox.
Sergeant Edward Wilkins.
Corporal Thomas A. Jones.
Corporal Andrew Burger.
Corporal John C. Carroll.
Corporal John F. Lee.
Corporal Joseph Montrose.
Corporal William Baker.
Corporal Duffield Campbell.
Corporal Tobias Burk.
Musician Robert Rea, Jr.
Musician Peter McLane.

PRIVATES.

William Batman, John Buckley, Thomas Brown, Michael Cady, John Casey, Patrick Conway, Peter Dailey, Morris Dorsey, Hugh Eddy, Peter A. Hays, John Hays, David Lenthian, Levi M. Lee, Adam Molim, John B. Mattingley, William H. Mattingley, Patrick Munday, Jasper O'Deald, Richard Roberts, William Rase, Joseph Staffan, Richard

Weish, John Arnett, Sr., Urlick Becker, John A. Campbell, James Fox, Patrick Gagan, James Hundles, Dennis Kaneahy, Daniel Maloy, John Meekin, John Murphrey, Patrick Mulloin, Patrick Plabban, Thomas B. Sherman, A. G. Winthrop, Michael Wester, John Arnett, Jr., F. L. Bangh, John T. Blair, Adam Cane, James Cansinger, Simon Deacon, William M. Fumbers, Jacob H. Kuchbert, Joseph Lennon, John S. Mattingley, Thomas Miles, Nicholas Mattingley, William Montgomery, James McClann, Jonathan Philips, Alexander Slader, Edward Sutterfield, John Stanton, James Thomas, Thomas Williams, Simon Canade, Dennis Cushman, John J. Idoux, Bartley Murphy, Jerry Murphy, William McVey, Patrick Mayland, Thomas Milligan, Daniel Maloney, Stonemason Mule.

TWELFTH KENTUCKY INFANTRY.

COMPANY C.

COMMISSIONED OFFICER

First Lieutenant Robert H. Mullins.

COMPANY E.

COMMISSIONED OFFICER

Second Lieutenant Milton A. Sivey.

COMPANY H.

COMMISSIONED OFFICERS.

Captain Elisha Simpson.

Captain James L. Burch.

Captain John L. Warden.

FOURTEENTH KENTUCKY INFANTRY.

COMPANY F.

COMMISSIONED OFFICER.

Captain Patrick O. Hawes.

COMPANY H.

COMMISSIONED OFFICER

Captain John F. Babbitt.

THIRTEENTH KENTUCKY INFANTRY.

COMMISSIONED OFFICERS.

Adjutant William W. Woodruff.

Adjutant John S. Butler.

FIFTEENTH KENTUCKY INFANTRY.

The Fifteenth was organized in the fall of 1861, at Camp Pope, near New Haven, under Colonel Curran Pope, and was mustered into the United States service on the 14th day of December, 1861, at Camp Pope, by Captain C. C. Gilbert, United States mustering officer, and marched to Bacon Creek; thence via Bowling Green, Kentucky, Nashville, Murfreesboro, Shelbyville, and Fayette, Tennessee, to Huntsville, Alabama; thence to Winchester, Tennessee; thence to Gunter's landing and Elk River. On the 31st day of August, 1862, it started on the campaign after Bragg, passing via Murfreesboro and Nashville, Tennessee, and Bowling Green, Elizabethtown, and West Point, to Louisville, where it arrived on the 26th day of September,

1862. It left Louisville, and marching via Taylorsville, Bloomfield, Chaplin, and Maxville, arrived at the battle-field of Chaplin Hills on the 8th of October, 1862, and engaged in that severe conflict. It then moved via Danville and Stanford to Crab Orchard, where it turned back, and moving via Stanford, Lebanon, Bowling Green, and Nashville, arrived at the battle-field of Stone River on the 30th day of December, 1862, and took part in the five-days' fight at that place. On the morning of the 4th day of January, 1863, it marched through Murfreesboro, and encamped until June 24, 1863, near that place. It then marched via Hoover's Gap, Manchester, and Hillsboro, to Decherd, Tennessee, where it remained about a month, and then marched via Stevenson, Raccoon, and Lookout Mountains, to the battle-field of Chickamauga, arriving on the 19th of September, 1863.

Participating in the battles of the 19th, 20th, and 21st of September, it covered the army as skirmishers, and moved to Chattanooga on the 22d of September, 1863, where it remained on post duty until the 2d of May, 1864, when it started on the Georgia campaign, which was one of continual fighting, skirmishing, and marching for four months, resulting in the capture of Atlanta, which was occupied by the United States troops on the 2d day of September, 1864.

The regiment was chiefly engaged in garrison duty and guarding railroads until it was ordered to Louisville, where it was mustered out on the 14th day of January, 1865; the recruits and veterans being transferred to the Second Kentucky Veteran cavalry.

A reference to the casualty list will show that this regiment bore an honorable part in the war, the number of killed exceeding fourteen per cent. of the entire force, and the number of wounded being in greater proportion.

It participated in the following, among other numerous battles in which loss was sustained, viz: Chaplin Hills, Kentucky; Stone River, Tennessee; Chickamauga, Georgia; Mission Ridge, Resaca, Kencsaw Mountain, Allatoona Mountain, and all the skirmishes of the Atlanta campaign.

FIELD AND STAFF.

Colonel Curran Pope.

Colonel James B. Forman.

Lieutenant-Colonel George P. Jouett.

Major James S. Allen.

Adjutant William P. McDowell.
Regimental Quartermaster John W. Clarke.
Surgeon Richard F. Logan.
Surgeon Edward H. Dunn.
Assistant Surgeon Ezra Woodruff.
Chaplain William C. Atmore.
Chaplain Samuel T. Poinier.

COMPANY C.

COMMISSIONED OFFICER.

Captain William T. McClure.

COMPANY D.

COMMISSIONED OFFICER.

Captain Henry F. Kalfus.
Captain John B. McDowell.

COMPANY E.

COMMISSIONED OFFICERS.

First Lieutenant John B. Wood.
First Lieutenant Richard F. Shafer.
Second Lieutenant Harrison Hikes.

NON-COMMISSIONED OFFICERS.

First Sergeant Andrew Kidd.
Sergeant Lawrence Kelly.
Sergeant Cyrus P. Beatty.
Sergeant Alfred Davis.
Sergeant John Kiser.
Sergeant George H. Fishback.
Sergeant Joseph Rush.
Sergeant William J. Shake.
Corporal James Mathews.
Corporal William H. Miller.
Corporal Edward Earl.
Corporal James Wise.
Corporal Burr Leslie.
Corporal Lee M. Alvis.
Corporal James H. Fields.
Corporal Thomas J. Omer.
Corporal Benjamin Pennington.
Musician William French.
Musician George Wilkerson.
Wagoner William L. Cunningham.

PRIVATES.

John George Beck, Conrad Bullock, John Burke, William Burke, Christopher Billing, James Black, John W. Cummins, Constantine Crugler, John Cunningham, John Kaufman, Jacob Denton, Charles Engle, Reuben Ferguson, John Ferguson, George I. Fields, Alexander Grigsby, Robert Hicks, James King, James Lawson, Walton McNally, John O'Brien, Fred Plunib, William Ray, John E. Stockton, John Snittemiller, Matt Snyder, John Stanton, Joseph Vaughn, Jerry Williams, Mathew J. Cockerel, Samuel M. Dorsey, Joseph Fogle, John Lawsman, James McGarvey, Charles L. Maddox, William D. Malott, George Metern, Mike O'Dey, Hiram Potts, Allen J. Parson, Louis Roth, Frank Rouke, John Roush, Thomas Rooney, Edwin Sweeney, William Wing, Philip Zubrod, Rufus Ammons, Thomas J. Chilton, Robert Bishop, Robert Kyle, Philomen Olds, William S. Fowler, John Patterson, Joseph Snyder, Robert W. Taylor, Charles Barnett, Reuben Frederick, Thomas Lyden, Thomas J. Metts, James W. Engle, Jacob F. Winstead, Frederick Koberg, James Rady.

COMPANY F.

COMMISSIONED OFFICERS.

Captain Aaron S. Bayne.
First Lieutenant William V. Wolfe.
First Lieutenant Judson Bayne.

NON-COMMISSIONED OFFICERS.

First Sergeant William A. Phelps.
Sergeant James J. Turner.
Sergeant Andrew Walters.
Sergeant John K. Abney.
Corporal Henry H. Smith.
Corporal Albert G. Bonnar.
Corporal John Middleton.
Corporal Elijah T. Jackson.
Corporal John W. Bale.
Corporal John Whitman.
Corporal Martin H. Wathen.
Corporal Thomas J. Redman.
Corporal Aaron F. Abney.
Corporal Joseph Tenhan.
Musician Thomas Warren.

PRIVATES.

Joshua Bayne, Byron Bomar, Alfred Brown, James N. Conner, Milton Davis, George W. Dobson, William W. Evans, John P. Gore, James M. Hall, Willis Liggins, Joseph Pepper, Robert Pattinger, Cyril D. Pierman, James C. Strouse, Frank Wright, John B. Walters, Isaac F. Brewar, Oscar Brown, Daniel Bell, Francis Daugherty, Jacob Ewen, David Jones, William McGill, Shelby Pepper, William Prewitt, John B. Shandoin, John W. Smith, George Trumbo, John W. Waide, Frank Appleton, John H. Cheatham, Gilderoy G. Guthrie, John Heath, Ephraim S. Hill, Napoleon B. Ireland, Samuel Loyeton, John C. Marr, Porterfield McDowell, Napoleon McDowell, William B. Beauchamp, Robert Bayne, John Davis, John Daily, Abel Elkin, James W. Gollaher, William H. Heath, Matthew Hunt, James B. Johnson, Elijah Rodgers, Jenken Skaggs, William S. Thompson, Elbert P. Abney, John Bayne, Reuben V. Bale, John Carnahan, George Ewing, John W. Hoback, Thomas Hoages, George Hill, James Hite, Harrison Lemmons, Thomas Prewitt, Isaac Shipp, George Stilts, John C. Skinner.

COMPANY G.

COMMISSIONED OFFICERS.

Captain John B. Wood.
First Lieutenant John D. Lenahan.
First Lieutenant Frank D. Gerrety.

NON-COMMISSIONED OFFICERS.

First Sergeant Patrick Larkin.
Sergeant James Gallaher.
Sergeant Patrick Shealby.
Sergeant Patrick Rooney.
Sergeant Joseph Moran.
Sergeant Martin Delaney.
Corporal Thomas Conway.
Corporal Oscar Hoen.
Corporal Michael Joyce.
Corporal John Scally.
Corporal Thomas Scanlan.
Musician John Crawley.

PRIVATES.

Hugh Boyle, Patrick Byrne, Daniel Buckley, Patrick Burk, Michael Conway, John Collins, Patrick Crawley, Dennis Cuff,

John Clark, James Dillon, John Daughler, Thomas Fitzgerald, Patrick Gannon, James Gillespie, Timothy Hohen, Thomas Kain, Thomas Leonard, John Murphy, Hugh McGready, Thomas McLaughlin, Patrick McDade, George McIntyre, James McCarty, Patrick Moore, Michael Nolan, Hugh O'Rourke, John O'Byrne, Joseph Stanton, Henry Shaw, James Sergeson, James Shealy, Daniel Taughy, Owen Castello, John Doulen, Martin Coomes, Martin Hogan, Siles Johnson, Daniel McIlvain, Michael Maloney, Henry Scott, Conrad Smith, Thomas Coleman, Michael Collins, Patrick Degnan, Michael Hanly, Patrick Henigan, Patrick Kelley, James Lamb, Daniel McKenney, Maria Ross, Patrick Swift, James Burk, Michael Burk, Malokie Caffee, William Campton, Bartley Donahue, James Donohue, Bernard McGinnis, Dennis Mulheirn, Thomas Moulton, Samuel Rogers, William Stanton, David Seery, Edward Boyle, John Monaty, Patrick McHale, Patrick O'Byrne, James Currie, Patrick Donohue, Charles Sweeney.

SEVENTEENTH KENTUCKY INFANTRY.

FIELD AND STAFF.

Colonel Alexander M. Stout.
Lieutenant-Colonel Benjamin H. Bristow.
Lieutenant-Colonel Robert Vaughan.
Regimental Quartermaster Richard C. Gill.

COMPANY C.

COMMISSIONED OFFICER.

Captain Thomas R. Brown.

COMPANY G.

COMMISSIONED OFFICER.

Second Lieutenant William H. Meglemery.

TWENTY-FIRST KENTUCKY INFANTRY.

COMPANY C.

COMMISSIONED OFFICERS

Captain Edmund B. Davidson.
Captain John B. Buckner.

TWENTY-SECOND KENTUCKY INFANTRY.

This regiment was organized at Camp Swigert, Greenup county, on the 12th day of December, 1861, under D. W. Lindsey as colonel, George W. Monroe, lieutenant-colonel, and Wesley Cook, major, by which officers the regiment was principally recruited. Company A was recruited from the city of Louisville and Franklin county; companies B and C from Greenup county; company D from Carter county; company E from Lewis county; company F from Franklin and Greenup counties; company G from Carter and Boyd counties; company H and I from Carter county; and company K from the city of Louisville. Previous to the organization of the regiment, companies A, K, and the larger portion of F were stationed at Frankfort, and did efficient service under the direction of the State authority. The remaining companies of the regiment were in Eastern Kentucky, and operated effectively in

that section of this State and also in West Virginia.

Immediately after the organization of the regiment, it was ordered up the Sandy Valley, and rendered most important service in the expedition against the rebel General Humphrey Marshall. A detachment of the Twenty-second and of the Fourteenth Kentucky infantry, under command of Lieutenant-Colonel Monroe, during the battle of Middle Creek, charged and dislodged from a strong position the command of General Williams, Confederate, which movement, as the commanding officer, General Garfield, reports, was "determinate of the day."

The mission up the Sandy having been accomplished, the Twenty-second was ordered, by way of Louisville, to Cumberland Gap; and proved to be one of the regiments chiefly relied upon by General G. W. Morgan for the capture of that point. During the stay of General Morgan at the Gap, the discipline and efficiency of this regiment was frequently mentioned in general orders; and, after the battle of Tazewell, to the Twenty-second was assigned the duty of covering the retreat of DeCourcy's brigade from the field.

During the retreat of General Morgan's division from Cumberland Gap to the Ohio river, this regiment was assigned to responsible duty, and discharged the same in such manner as to receive the praise of the commanding general.

Immediately after reaching the Ohio river, Morgan's division, with the exception of General Baird's brigade, was ordered up the Kanawha valley to the relief of General Cox. After driving the enemy beyond Gauley Bridge, the same command was ordered South, and reached Memphis, Tennessee, about the 15th day of November, 1862. At this place the division received some additions by recruits, and the 22d was augmented by some thirty men from Captain R. B. Taylor's company, who were assigned to company I; and Captain Estep, successor to Captain Taylor, was assigned to the command of that company.

The regiment, then composing a part of Morgan's division, of Sherman's command, proceeded down the Mississippi river, and on the 28th and 29th of December, 1862, attacked the works of the enemy upon the Yazoo river, at Haynes's Bluff, or Chickasaw Bayou. In the charge on

the 29th, the Twenty-second lost a number of killed and wounded, among whom were those gallant officers, Captains Garrard and Hegan, and Lieutenant Truett, killed; and Lieutenant-Colonel Monroe, Captains Bruce and Gathright, and Lieutenants Bacon and Gray, wounded.

Shortly after the battle of Chickasaw Bayou, the army of the Mississippi, under Major-General McClernand, captured and destroyed Arkansas Post, a strong position upon the Arkansas river, from which the fort took its name; in which affair the Twenty-second bore an honorable part.

After remaining at Young's Point and Milliken's Bend two or three months, this regiment, with McClernand's corps, the Thirteenth, of which it formed a part, took the lead in the movement, by way of Brunsburg, to invest Vicksburg from the rear; the Twenty-second performing an important part in all the engagements incident thereto, as well as in the capture of Vicksburg. After the surrender of that important point, the regiment marched with the brigade to which it was attached, and assisted in the capture of Jackson, Mississippi. The Twenty-second then, following the fortunes of the Thirteenth army corps, was sent to the Department of the Gulf, where it rendered good service.

The regiment veteranized at Baton Rouge in March, 1864, and was consolidated with the Seventh Kentucky veteran infantry; the non-veterans being mustered out at Louisville, Kentucky, January 20, 1865.

The regiment was engaged in the following named general engagements, besides numerous skirmishes, viz: Middle Creek, Kentucky; Cumberland Gap, Tazewell, Tennessee; Haynes's Bluff or Chickasaw Bayou, Mississippi; Arkansas Post, Port Gibson or Thompson's Hill, Champion Hill, or Baker's Creek, Big Black Bridge, siege of Vicksburg, Jackson, Mississippi, and Red River; in almost all of which the regiment was commanded by Lieutenant-Colonel Monroe; Colonel Lindsey being in command of the bridge or division.

FIELD AND STAFF.

Major John Hughes.

Quartermaster James W. Barber.

COMPANY A.

COMMISSIONED OFFICERS.

Captain John Hughes.

First Lieutenant Arthur J. Harrington.
Second Lieutenant James W. Barbee.

NON-COMMISSIONED OFFICERS.

First Sergeant Thomas Collins.
First Sergeant William H. Milam.
Sergeant Henry Simmons.
Sergeant John Redaer.
Sergeant Jacob Edinger.
Sergeant John T. Harrington.
Sergeant Oliver J. Howard.
Corporal Enoch Napier.
Corporal George Tanner.
Corporal Jacob Fisher.
Corporal Jeremiah Wells.
Corporal John Welsh.
Corporal Philip Sneider.
Corporal John C. Seibert.
Corporal George Rammers.

PRIVATE S.

Alexander Armstrong, Michael Power, Patrick Coakley, Godfrey Geisler, William Gainey, Timothy Harrigan, Michael Leary, James Leary, John T. McCoy, Benjamin Miller, John T. Milam, John Parker, William Seibert, Michael H. Shay, James Scanlan, William Tagg, William Clark, James Dailey, Thomas Kelley, George Perry Nerns, Thomas S. Tevis, Albert L. Cook, John T. Gathright, Charles L. Galloway, Hardy J. Galloway, Patrick Garrety, William Hess, Patrick McCandry, Franklin McNeal, William Wilson, James A. Wells, John Welsh, second, Edward Berry, John Burns, James W. Collins, Louis Commersour, William Driscoll, John Hulet, James Hulet, Thomas Manthan, Solomon Parker, William H. Smith, William T. Walls, John Cox.

COMPANY D.

COMMISSIONED OFFICERS.

Captain James G. Milligan.
First Lieutenant James W. Barbee.

COMPANY G.

COMMISSIONED OFFICER.

Captain William B. Hegan.

COMPANY H.

COMMISSIONED OFFICER.

Captain John T. Gathright.

COMPANY I.

COMMISSIONED OFFICER.

First Lieutenant Charles G. Shanks.

COMPANY K.

COMMISSIONED OFFICERS.

Captain Louis Schweizer.
Captain Charles Gutig.
First Lieutenant Gustav Wehrle.

NON-COMMISSIONED OFFICERS.

First Sergeant Jacob Klotter.
Sergeant Nicholas Ember.
Sergeant Adam Warner.
Sergeant Henry Stachelshad.
Sergeant Valentine Loesh.
Sergeant Louis Fisher.
Corporal Benjamin Lochner.
Corporal Lucas Rhine.
Corporal George Klotter.

Corporal Felix Gross.
Corporal John Ippelle.
Corporal Paul Resch.
Corporal John Duckweiler.
Corporal Lorenz Schaffner.

PRIVATES.

John Barthel, Casper Buehl, George Brummer, Alvis Dressel, Theodore Eken, Sebastian Fautner, Louis Finster, Joseph Gutz, Conrad Hecht, Conrad Hecht, Rudolph Hess, Andrew Jacoby, Conrad Kneiss, Frederick Konig, Sebastian Kulir, Joseph Loehner, Leopold Lenzinger, Michael Meyer, John Martin, George Pfeiffer, Michael Rilling, Anthony Sauer, Henry Scherr, Thapf Schirmer, John Schutz, John Vogt, Joseph Wachter, John Zimmer, John Brummer, Paul Dressel, Conrad Doll, John Baptist Enig, Henry Englehardt, William Hemenich, John Hess, Peter Kell, Martin Leopold, Cassimer Miskoley, John Oehler, George Poulos, Casper Rappensberger, George Schlottner, Frank Vogt, John Baker, Charles C. Miller, John Philip Russ, Jacob Trumpler, Henry Zickel, John Baier, Henry Belger, Wenderlien Fritz, John Huber, George Kuppel, George Seitz, Michael Staublin, Robert Stroh, Lorenz Wittenauer, John Koehler, Philip Mossman, Stephen Wittenauer.

TWENTY-THIRD KENTUCKY INFANTRY.

FIELD OFFICER.

Colonel Marcus Mundy.

TWENTY-FIFTH KENTUCKY INFANTRY.

COMMISSIONED OFFICER.

Lieutenant Benjamin H. Bristol.

TWENTY-SIXTH KENTUCKY INFANTRY.

STAFF OFFICER.

Adjutant A. J. Wells.

COMMISSIONED OFFICERS.

First Lieutenant John F. Harvey.

Second Lieutenant Charles H. Hart.

COMPANY D.

COMMISSIONED OFFICER.

Second Lieutenant Thomas J. Mershon.

TWENTY-SEVENTH KENTUCKY INFANTRY.

FIELD AND STAFF.

Colonel Charles D. Fennelaker.
Lieutenant-Colonel John H. Ward.
Major Alexander Magruder.
Adjutant James B. Speed.
Assistant Surgeon Robert D. Muddie.
Chaplain Robert G. Gindler.

COMPANY A.

COMMISSIONED OFFICER.

Captain Fred. Guy.

COMPANY F.

COMMISSIONED OFFICER.

First Lieutenant Riley White.

COMPANY I.

COMMISSIONED OFFICER.

Captain William H. Harvey.

TWENTY-EIGHTH KENTUCKY VOLUNTEERS.

The Twenty-eighth Kentucky Infantry was organized in the fall of 1861 at New Haven, under Colonel William P. Boone, and was mustered into service October 8, 1861, at the same place, by Captain C. C. Gilbert, First United States infantry, mustering officer. The regiment was raised under the call of the State for forty thousand volunteers for United States service. Colonel Boone, at the time the law was passed and authority granted for raising the troops, was a member of the Kentucky Legislature from the city of Louisville, and asked leave of absence for the purpose of recruiting a regiment. In four weeks from the time he commenced recruiting he had nine companies in camp, of more than fifty men each. On the 6th of November, 1861, he received orders from General Sherman, commanding department of the Ohio, ordering his regiment on duty. In the early stages of the war the Twenty-eighth was on duty at Shepherdsville, New Haven, Lebanon, Colesburg, Elizabethtown, and Munfordsville, Kentucky, and Nashville, Franklin, Gallatin, Lebanon, Carthage, Sparta, and Columbia, Tennessee; and ever commanded the respect and attention of the commanding generals, whether in battle or in camp. It also performed duty at Huntsville and Stevenson, Alabama, and Rossville, Rome, Rocky Face Ridge, Ringgold, Lafayette, White Oak Mountain, Taylor's Ridge, Chickamauga Creek, Pea Vine Church, Tunnel Hill, and Dalton, Georgia.

The Twenty-eighth, by order of General Rosecrans, was armed with the Spencer repeating rifle and mounted, and performed gallant and arduous service until it returned to Kentucky on veteran furlough.

Colonel Boone was much exposed during the winter of 1864, whilst in command of cavalry and mounted infantry, in front of the army at Chattanooga, Tennessee, and was reluctantly compelled to resign on account of disability, incurred by said exposure, on the 28th of June, 1864. On the first of March, 1864, the regiment veteranized, and received thirty days' veteran furlough, and on the 7th of May, under command of Lieutenant-Colonel J. Rowan Boone, rejoined the army of the Cumberland in Georgia.

FIELD AND STAFF.

Colonel William P. Boone



W. J. Brown

Lieutenant-Colonel J. Rowan Boone.
 Major Absalom Y. Johnson.
 Major John Gault, Jr.
 Major George W. Barth.
 Surgeon James A. Post.
 Assistant Surgeon Joseph Habermehl.
 Chaplain Hiram A. Hunter.
 Sergeant-Major Nathaniel Wolfe, Jr.
 Sergeant-Major Henry S. Senteny.
 Quartermaster-Sergeant William R. Cox.
 Commissary-Sergeant Josiah Allis.
 Hospital Steward Stephen A. Casan.
 First Musician William O'Hara.
 Second Musician Thomas P. Myrick

COMPANY A.

COMMISSIONED OFFICERS.

Captain William E. Benson.
 Captain Paul Byerly.
 First Lieutenant John W. Hogue.
 First Lieutenant Martin Enright.
 Second Lieutenant John A. Weatherford

NON-COMMISSIONED OFFICERS.

Sergeant W. P. Gathright.
 Sergeant J. W. Taylor.
 Sergeant J. D. Holt.
 Corporal William O'Hara.
 Corporal Samuel Clark.
 Corporal Jacob Hess.
 Corporal W. J. Head.
 Corporal William R. Heagland.
 Corporal James Thomas.
 Corporal J. A. Daley.
 Corporal John W. Smith.

PRIVATES.

William Ash, Josiah Allis, Joseph Bensing, Joseph Bennett, William Burke, Joseph Brobst, John Brewster, Nicholas Brannin, James Cayton, Ferdinand Conser, Ransom Chase, Hannon Cashing, Almanzo Connell, James Corrigan, Edward Corcelus, Michael Carney, C. F. Combs, Peter Coons, Henry Calcamp, Thomas Dillon, Abram Drisfus, Joseph Day, Michael Dillon, George Fleck, William Farroday, Frederick Forcht, Silas Fuell, Benjamin Fuell, Patrick Flaherty, Patrick Gaffney, Gerhart Genv, Joseph Gnow, George W. Graible, Cyrus Graible, William M. Gard, Hartman Helbert, John Horp, John Hettinger, James Howell, Michael Hays, George Hanley, Johnson Hardin, John Holler, Bernard Hochstatter, John Kinkead, Joseph Kinkead, Henry Keyser, William Kline, John Kane, George Kelpers, Joseph Kremer, Peter Lotze, John Lukenbill, Patrick Leary, Edward Leyer, Nicholas Miller, John McCarty, John McMahon, John Meyer, Conrad Oper, Charles Owen, John A. Osborn, Benjamin Powell, Jr., Gustav Roadsloff, Nicholas Rinehart, John Renwick, Charles Reap, G. W. Rodgers, Henry Schafer, Nicholas Show, John H. Strausburg, William Shirley, James Sullivan, George G. F. Shafer, H. C. Senteny, Lewis Suyer, Herman Stimpel, George W. Tiller, Samuel Tague, Henry F. Trantman, Philip Trunk, George Wahlwind, John Wagner, August Weger, Herman Wahmes, Anselm Wesbacher, George Wesel.

COMPANY B.

COMMISSIONED OFFICERS.

Captain James H. White.
 Captain Thomas J. Randolph.

NON-COMMISSIONED OFFICERS.

Sergeant George H. Alexander.
 Sergeant Charles H. Harris.
 Corporal Usher F. Kelly.
 Corporal John W. LeBlanc.
 Corporal Hermogene LeBlanc.
 Corporal William M. Harris.
 Corporal William R. Parish.
 Corporal Henry Null.
 Corporal James E. Mullen.
 Corporal Lewis Hawkins.
 Musician Charles G. Clarke.
 Musician Julius G. Johnson.
 Wagoner Robert Murry.

PRIVATES.

Henry Bull, Lewis H. Bealer, John C. Black, Nehemiah Bohman, Frederick Bodka, Lawrence Corcoran, James D. Coulter, Richard Coulter, Milton C. Clark, Andrew L. Domire, William Dooley, John W. Floore, Francis Faber, Patrick Flynn, Patrick W. Fooley, Alfred J. Gooch, August Gardner, William M. Hargin, Philip Hargin, James M. Hilton, George W. Hand, John Henry, William Hamon, John G. Hearn, Michael Hogan, Henry Honroth, Loucky Howard, Samuel Hopewell, Frederick Hefferman, William T. F. Johnson, George Kountz, James Kleisendorf, Orren Lane, John Means, David Mercer, William H. Myers, Benjamin B. Medcalf, John Mahner, Dominick Morley, John Meister, Samuel L. Nichols, John Osborn, Barney O'Brien, Turlington Ragsdale, Marion Rowland, James Rawlings, Lorenzo D. Rardon, Charles N. Resenbaugh, Reuben Shively, Jacob H. Sapp, John F. Sweeney, Christopher Sulby, Daniel Sullivan, Joseph D. Selvaige, John H. Sisson, James L. Sisson, Robert Shanks, Martin L. Stephens, Morris H. Sheffer, John Sheettinger, Benjamin F. Smith, William H. Sherrod, Frank Troutman, William T. Teeter, Michael Whalen.

COMPANY C.

COMMISSIONED OFFICERS.

Captain George W. Barth.
 Captain Theodore B. Hays.
 First Lieutenant Robert W. Catlin.

NON-COMMISSIONED OFFICERS.

First Sergeant William Shane.
 Sergeant Henry Dorman.
 Sergeant William H. Sanders.
 Sergeant Silas F. Barrall.
 Sergeant Stephen Norman.
 Corporal John T. Monroe.
 Corporal William H. Horine.
 Corporal Ely Williams.
 Corporal William F. Miles.
 Corporal Joseph A. Barrall.
 Corporal Charles Leberle.
 Corporal James Marshall.
 Corporal John Seibert.
 Musician Thomas P. Myrick.
 Musician Albert Younker.
 Wagoner Walter Senger.

PRIVATES.

Samuel R. Armes, Abraham Anderson, Henry Ahlborn, Henry Beghtol, Frederick Bealer, Littleberry Batchelor, John C. Barth, Silas M. Burk, Stephen Catlin, Horace Cahoe, George W. Compton, James Corcoran, Wellington Crutchlow, Stephen Coch, Louis C. Dennis, William Davis, Henry

C. Dotler, Thomas B. Duncan, Henry Dual, Henry Ederharth, Louis Erickson, Alexander Elliott, Edward Egan, Samuel Fleckner, William French, Christian Frimmlinger, Anthony Fouth, James Foster, John Geist, Patrick Goldner, Conrad Gleb, John Gunner, Marcus L. Goldsmith, August Heenerberger, Christian Harsholt, Jacob Hart, Christopher Hauf, George Haller, Thomas Heaton, John Heine, Henry C. Johnson, Thomas Johnson, Frederick Kohler, Benjamin King, Thomas Kegan, Christian Katzel, Sr., Christian Katzel, Jr., Joseph Long, Casper Leventhal, John J. Myer, John Myer, Jacob M. Miller, James W. Martin, John Mann, Charles L. Miller, Arnold May, Thomas M. May, James McDonald, James M. Melson, John Nagel, Martin Nagel, Peter Nator, James J. Norman, Weldon J. Quack, Barney Ruf, John J. Samuel, Anthony Schmidt, George Seibert, James Stewart, Sidney S. Smith, Madison B. Stinson, Jacob Seipert, Martin Schmidt, Richard M. Thompson, John Thompson, Henry Thompson, Jacob Waiter, John Webber, Frederick Webber, William Winter.

COMPANY D.

COMMISSIONED OFFICERS.

Captain Henry J. O'Neill.
Captain John Martin.
First Lieutenant Henry Monahan.
First Lieutenant Patrick O'Mahy.
Second Lieutenant Anthony Hartman.

NON-COMMISSIONED OFFICERS

First Sergeant Joseph Flanagan.
Sergeant John Jardine.
Sergeant Vincent Eusada.
Corporal Anthony Funn.
Corporal James Gannon.
Corporal George Kinsley.
Corporal Richard Langdon.
Corporal Morgan O'Brien.
Corporal John Farrell.
Corporal Daniel O'Hera.
Corporal William Naughton.
Musician Henry Gallagher.
Musician John McGovern.
Wagoner Peter Martin.
Cook Edward Clark.

PRIVATES.

John Atchison, Thomas Birmingham, Michael Burke First, Michael Burke Second, John Bilton, John Bogle, Richard Barrett, John Buckley, James Buckley, Bryan Connor, Philip Carr, Peter Campbell, Patrick Conway, John Cody, Michael Casey, Patrick Curran, James Deady, Francis Funn, Darryl Flaherty, Patrick Fadden, William Gallagher, Nathaniel Gallagher, Patrick Gorman, Martin Glynn, Patrick Hines, John Hollahan, John Hayes, John Hennessey, John Hatch, John Hogan, Patrick Hogan, John Hanlon, George Hart, Joseph Kimmel, George King, John Lahiff, Lawrence Lerner, Michael Lynch, Patrick Lee, Robert Moody, Michael Mavhar, John McGregor, John Myers, Michael McClellan, William McClellan, Patrick McBride, Michael Nicholas, Michael O'Donnell, John O'Brien, Michael Patrick, Edward Pope, James Prescott, Thomas Ryan, Walter Ryan, Lawrence Schuler, Patrick Smith, Austin Stanton, Brian Swan, Michael Stanton, Bart Thomas, Thornton, Bartholomew Tierney, James Terrell, John Whalen, Patrick Welsh, Hugh Willis.

COMPANY E.

COMMISSIONED OFFICERS.

Captain Franklin M. Hughes.
Captain George W. Conway.
Captain William C. Irvine.
Captain Andrew B. Norwood.
First Lieutenant Granville J. Sinkhorn.
Second Lieutenant Joseph H. Davis.

NON-COMMISSIONED OFFICERS

Sergeant Charles H. Littrell.
Sergeant George Matern.
Corporal William L. G. McPherson.
Corporal Cornelius Maher.
Corporal Henry H. Hancock.
Corporal Thomas T. Baldwin.
Corporal Elias W. Young.
Corporal John W. Baldwin.
Corporal James L. Porter.
Corporal William Fagar.
Musician Othello Delano.
Wagoner Elijah Thurman.

PRIVATES

Engene Anthony, George Albert, Jacob Arnold, James Black, Frederick Boyer, Richard Bee, William Burke, Robert Barr, John Barr, George J. Beninger, Jabzen N. Baldwin, Marion Bailey, Earnest Bitner, Daniel S. Brabson, Jesse Baxter, James Combs, Jacob H. Carbaugh, William L. Connell, James Coons, Cornelius Crowley, James Cleary, Charles E. Figg, George B. Figg, William W. Figg, Zachariah Fogelman, Thomas C. Forsyth, Henry Green, William Gregory, Thomas F. Graham, George E. Holmes, Theodore F. Hambaugh, Uriah G. Hawkins, William A. Hall, Michael Hynes, William E. Keene, Peter Klink, Henry Kalkhoft, Jesse K. Long, Michael Lynch, Patrick Mooney, Hugh McGrath, George Morrison, Greathell Maxwell, John F. Mullen, William G. Meyers, George Panell, Thomas Pryar, Patrick Pryar, Josiah D. Ripley, Jacob L. Spangle, Michael Sehr, William G. Sauer, John W. E. Shirley, Thomas B. Sweeney, James W. Thomas, John H. Thurman, Charles Thomas, Andrew Todd, Samuel C. Vance, James W. Wilsop, Joseph S. West, Joseph Wilburne, Joseph W. Walker, Charles T. Whalen, John W. Walton, George Zimmerman.

COMPANY F.

COMMISSIONED OFFICERS.

Captain James R. Noble.
Captain William C. McDowell.
Second Lieutenant Henry Hooker.

NON-COMMISSIONED OFFICERS.

Sergeant Charles Shane.
Sergeant Samuel S. Hornbeck.
Sergeant Stephen M. Gupton.
Sergeant William H. Manning.
Corporal William Owen.
Corporal George Gannon.
Corporal William Woodfall.
Corporal Isaac Hornbeck.
Corporal William Morrow.
Corporal James Branton.
Corporal William L. Gupton.
Corporal George Brown.
Musician David Waits.

Musician William R. Cox.
Wagoner Benjamin H. Murry.

PRIVATES.

John Adams, Benhart Bangoff, James Bell, Valentine Berge, Franklin Burk, John S. Cheshire, Kitchel Clark, Zedick Clark, Louis Colbaker, James Corleson, John E. Crull, John E. Davis, William H. H. Davis, Joseph Eley, James Elsey, Frederic Emlin, John Ernst, Jacob Larsine, James O. Evans, William Ferguson, John Fields, Michael G. Eger, Pious Hardy, William L. Harris, John Higgins, Daniel Highland, Com. P. Hildebrand, Neell Jackson, William Leish, John Lee, John Mauch, John P. Neaves, Thomas Moore, John Miller, James Maddleton, Fielding Madarston, William Middleton, Charles E. Mantang, Sidney Nae, George Noe, John H. C. Overcamp, Nathan Pharris, Joseph Perry, Ashbury Parsley, Henry Puff, Samuel Quack, George W. Rogers, Philip Shull, Abram Sago, Mathew Shay, John Spencer, William Stedman, Frederick Thompson, Joseph Terry, George Tolson, Raphael Vincore, Louis Varille, Thomas B. Wallace, Isaac Williams, William Webb, Benjamin Webb, Taylor Windsor, John Windsor, John Whitledge, Robert Wright, John Zinsmaster.

COMPANY G.

COMMISSIONED OFFICERS.

Captain Frederick Brooks.
Captain James E. Loyal.
First Lieutenant Albert M. Healy.

NON-COMMISSIONED OFFICERS

Sergeant Edward O'Malley.
Sergeant John G. Fraville.
Sergeant Charles Taylor.
Sergeant Frederick Honroth.
Corporal Frederick Troxell.
Corporal Samuel Randalls.
Corporal Charles B. Feters.
Corporal John H. Graham.
Corporal Frank Read.
Musician Zefra Bum.
Musician Joseph Fox, Jr.
Musician B. Gary Edward.
Wagoner John Mullin.

PRIVATES.

David F. Blair, Ferdinand Beiter, Hugh R. Boyd, Thomas Bott, John Boggs, Charles F. Bates, Anthony Berger, Cornelius Boyd, Eli Burchard, Milton Burnham, George W. Baily, Neil Conway, Timothy Conway, Thomas Casey, Frederick Cording, James Drummon, Andrew Dirk, Samuel Dysinger, James Davenport, David Danser, James Early, George R. S. Floyd, Jerome B. Francis, Joseph Fox, Sr., James Farrell, William E. Gary, Jacob Goodfred, George Goodfred, Abraham Graham, Peter Haggerty, Washington T. Hudson, Thomas Higgins, Henry Hannasth, Philip Hinkle, Frederick Joyce, Henry K. Jerome, Patrick King, William Kimball, John Krebsback, William Lewis, Joseph Mets, John Murphy, Thomas More, John Maher, Derire Mongey, John McDonel, John McGreal, Frank O'Neil, Patrick O'Boyle, Reuber, Ratcliffe, Jerry Riley, Samuel Ratchfend, William S. Roach, Jonathan Shull, John Shannon, Owen Sullivan, Patrick Toole, Seraphine Wohlap, William Wardrip, John Welsh, James Watson, Joseph Stevenson, John Stevenson, Charles W. Farnum, Henry C. Gary, Edward S. Hall, David Isgrig, Jasper A. Jones, William Keepers, Thomas Murphy, Michael Morris, John Masters,

William Miller, Robert Rogers, William Rosenbush, Clark Stackhouse, Josiah Searles, Andrew Taylor, Charles T. Todd.

COMPANY H.

COMMISSIONED OFFICERS.

Captain Robert Cair.
Captain Daniel C. Collins.
First Lieutenant Nathaniel Wolf, Jr.
First Lieutenant William R. Cox.

NON-COMMISSIONED OFFICERS.

First Sergeant Robert W. Reid.
Sergeant Henry W. Neve.
Sergeant Jacob C. Burris.
Sergeant John V. Sanders.
Sergeant Roderick McLeod.
Corporal Jeremiah Warner.
Corporal Anthony Morley.
Corporal Austin Stetler.
Corporal John W. Bringer.
Corporal Preston Nelson.
Corporal William G. Bostwick.
Corporal Whitman S. Green.
Corporal Charles Carroll.
Wagoner Peter McCormick.
Musician Barney Wilkins.
Musician August Amborn.

PRIVATES.

Philip S. Atkins, Frederick Booker, Philip Brennon, Henry Beckhart, John Cook, Patrick Collopy, Jeremiah Crowley, Thomas J. Craycroft, John Curran, Lawrence Carroll, Michael Cary, William Dyer, Michael Dermidy, James Dunovan, James W. Deering, Joseph Doherty, Thomas Ellis, Beverly Eisenbice, James Fitzpatrick, John Foss, James W. Floore, Patrick Gallagher, Henry Heinman, John Heenan, John Johnson, Stephen Kellersher, Thomas Kelly, James Kearney, Jacob Lear, Henry Long, Robert Miller, Lawrence Morgan, Michael Mullen, Thomas Mann, Thomas Murphy, Henry Medley, Wesley McMurphy, Francis McDonald, Patrick McGuire, James Montgomery, Michael Mahan, John Nevill, George Parin, John Porter, John W. Roberts, Michael Swinney, John Steelen, James Smith, John Sterits, John Whalen, John Welch, John W. Clarke, Charles Cracknell, John P. Deitrick, John Dwyer, Thomas Dorsey, John Doyle, Cyrus Jeffreys, James Menaugh, Anthony Mullen, Charles Shoemaker, John M. Smith, Henry Weam.

COMPANY I.

COMMISSIONED OFFICERS.

Captain George W. Conway.
First Lieutenant Charles Obst.
First Lieutenant Frederick Buckner.
First Lieutenant Anthony P. Hefner.
First Lieutenant William T. Morrow.
Second Lieutenant William Troxler.
Second Lieutenant Isaac Everett, Jr.

NON-COMMISSIONED OFFICERS.

Sergeant Emile Wilde.
Corporal William Hartman.
Corporal Henry Lentacker.
Corporal Charles Henning.
Corporal Joseph Pfutzer.
Corporal Christian Haag.
Corporal Samuel Schwartz.

PRIVATES.

Frederick Arnold, John Algier, Jacob Attweiler, Joseph

Amos, Charles Berger, Conrad Berger, Andrew Bauer, George Bayha, George Bryning, Albert Baker, William F. Bolkmeyer, John Bowls, Thomas Bowls, Lewis Cook, Armitage Carr, John T. Cunningham, James H. Cowley, Thomas G. Conway, George Comstock, Jacob Dues, James Davenport, Richard Davenport, Daniel W. Evans, B. Edward, Casper Fell, James Fartel, Louis F. Fuller, Thomas Gregory, Frank Gotquilt, Shelton T. Green, Philip Hans, Theodore Heudburg, Jacob Heger, Charles A. Harvey, William R. Hurlbath, Joseph Healy, Henry Jerome, John Kongka, Sr., John Kongka, Jr., Arnold Kuss, James Kay, Henry Meier, Thomas Meier, Charles Meier, John H. Michael, Benjamin March, George Meier, Joseph T. Meier, Thomas D. McLaughlin, James Metcune, William Magowan, John T. Mark, Henry Miller, William Meier, Albert Nagester, John O'Haren, Radford M. Osborn, Joseph Obermeyer, Robert B. Pennington, William Rhein, Peter Reilsburger, John Reinald, Michael Radenbaum, Charles Schrupf, Bernhard Speaker, Vincennes Schimpf, Joseph Schmitt, Edward Sulivau, Alvis Stanger, Patrick Stanton, Albert Thornmeyer, William Thompson, James Thomas, Jensen Vansandt, Michael Vain, Thomas Ward, David F. Wright, Jacob Wirth, Henry Waltring, Frank Weston, William Wardlaw, George W. Wright, John Warden, George Wichter, John Welsch.

On alphabetical list of officers, but not on company rolls:

Captain Stephen M. Gupton.
First Lieutenant William L. Gupton.
First Lieutenant James Cannon.
First Lieutenant Thomas T. Baldwin.
First Lieutenant James E. Mullin.
First Lieutenant Charles Harris.
First Lieutenant Thomas B. Wallace.

THIRTIETH KENTUCKY INFANTRY.

COMMISSIONED OFFICER.

First Lieutenant J. W. S. Smith.

COMPANY A.

COMMISSIONED OFFICERS.

Captain Milton P. Hodges.
First Lieutenant William B. Craddock.

THIRTY-SECOND KENTUCKY INFANTRY.

COMMISSIONED OFFICER.

Surgeon John J. Matthews.

THIRTY-FOURTH KENTUCKY INFANTRY.

The Thirty-fourth Kentucky Infantry was organized at Louisville, on September 26th, 1861, under Lieutenant Colonel Henry Dent, and was then designated as the First Battalion Louisville Provost Guards. The authority for its organization was received from General Anderson, then commanding the Department of Kentucky, and a promise was made to the privates that they should receive twenty dollars per month during enlistment, and perform duty only in the city of Louisville and its immediate vicinity. This understanding remained intact until General Buell assumed command, when an order was issued that the

Guards should not receive an excess of pay over other soldiers then in the service (\$13 per month). The order created much dissension in the battalion, as they had already received two months' pay at the rate of \$20 per month, and an appeal was made to the Honorable Secretary of War by Colonel Dent, who decided that General Buell was correct in issuing the order, but, inasmuch as the men had enlisted under promise of the extra pay, allowed all those who were unwilling to remain in the service at regulation pay to be mustered out. One entire company (B), and the larger portion of three others, were discharged at Louisville, in October, 1862. On the 2d of October, 1862, the Provost Guard ceased, and the organization of the Thirty-fourth Kentucky Infantry commenced. In justice to the Guard, it has been conceded by all that they performed their duty well, and rendered efficient service during its term of enlistment, and at a time when the status of the State was in a critical condition, owing to the rebellious condition of a large part of her people, growing out of the indecision in promptly taking her stand for an undivided Union. The Provost Guard, during the years 1861-62, had stood guard over one hundred and fifty thousand prisoners of war and political prisoners.

The Thirty-fourth infantry was relieved of provost duty at Louisville, on the 8th day of May, 1863, and ordered to report to General Judah, at Bowling Green, Kentucky, where it remained until July 4th, when it marched to Glasgow to assist in checking John Morgan in his raid into Kentucky. It did garrison duty at Glasgow until the 28th of September, when ordered to march, via Marrowbone and Burksville, to Knoxville, Tennessee, under command of General Manson, skirmishing with guerrillas nearly every day. From Knoxville it marched to Morristown, where it remained until the battle of Blue Springs, in which it distinguished itself by capturing nearly all of Mudwall Jackson's staff and four hundred and seventy-one of his command. When Longstreet laid siege to Knoxville, General Burnside ordered the Thirty-fourth to Cumberland Gap from Morristown. After the siege of Knoxville was raised by General Sherman, the Thirty-fourth was ordered to Tazewell, Tennessee, its colonel being placed in command of a brigade composed of the Thirty-fourth Ken-

tucky, One Hundred and Sixteenth and One Hundred and Eighteenth Indiana infantry, the Eleventh Tennessee cavalry, and the Eleventh Michigan battery.

On the 24th of January, 1864, the rebel Colonel Carter attacked Tazewell with about eighteen hundred men; in which fight the Thirty-fourth again distinguished itself for undaunted bravery under severe fire. In this engagement, which lasted about three-quarters of an hour, the enemy was repulsed with a loss of thirty-one killed and equally as many more wounded. On the 26th of January the regiment was again ordered to the Gap, under command of General T. T. Garrard, where it remained on one-third rations for near three months, News having been received by the general commanding that an attack would be made on the Gap by Generals Jones and Vaughn, simultaneously, approaching in different directions, he ordered fifty-five men of the Thirty-fourth Kentucky infantry to proceed to Powell river bridge to prevent Vaughn's forces from crossing and forming a junction with Jones. The detachment of the Thirty-fourth arrived at the bridge just as Vaughn's advance guard were entering it, and repulsed them after a short fight; but they were unable to tear up the floor before the whole force came up. The detachment of the Thirty-fourth at once took position in a temporary block-house, and successfully repelled five charges of the enemy. Being armed with Colt's five-shooters, their small numbers were enabled, by undaunted bravery and their efficient arms, to contend with this large force, and compelled them to retire. In this fight all did their duty as true soldiers, and it would be invidious to make special mention of any where all fought so well.

On the 17th of April, 1864, General Garrard was relieved of the command of the Gap, and Colonel W. Y. Dillard, of the Thirty-fourth Kentucky infantry, remained in command until the 8th of November, 1864, when the Thirty-fourth was ordered to Knoxville, which place was threatened by General Breckinridge, from the direction of Strawberry Plains. The regiment was ordered to proceed to Knoxville, via Tazewell and Walker's Ford, a road much infested with guerrillas. It was reduced to only three hundred and four men, by the constant and arduous duty

it had performed. After arriving at Walker's Ford, on Clinch river, it was unable to cross, owing to the high water and the want of a ferry-boat; consequently was compelled to return to the Gap and take the Jacksboro road. The regiment arrived at Knoxville on the 18th of November. It remained in that place, on provost duty, until February 2, 1865, when it was ordered back to the Gap. On the 20th of April the Thirty-fourth proceeded up the Virginia valley, in the direction of Gibson's mills, where a force of the enemy was reported. On the 22d it was met by a flag of truce, and a proposition from Colonels Pridemore, Slemple, Richmond and Wicher, to surrender their forces, which was at once done, their commands numbering two thousand seven hundred and thirteen men. On the 24th of April the Thirty-fourth was again ordered to Knoxville, and from thence to Loudon, Tennessee, where it remained on garrison duty until the 20th of June, when it returned to Knoxville for muster-out. It was mustered out at Knoxville, Tennessee, June 24, 1865.

FIELD AND STAFF.

Colonel Henry Dent.
Colonel Selby Harney.
Colonel William Y. Dillard.
Lieutenant-colonel Lewis H. Ferrell.
Major Milton T. Callahan.
Major Joseph B. Watkins.
Adjutant Charles A. Gruber.
Adjutant Edward G. Parmele.
Regimental Quartermaster David A. Harvey.
Surgeon George W. Ronald.
Surgeon Henry Tammadge.
Assistant Surgeon Hugh Ryan.
Sergeant-major Henry Sutton.
Sergeant-major Francis M. Looney.
Sergeant-major Andrew Zimmerman.
Sergeant-major Joseph W. Adams.
Quartermaster-sergeant Charles Bardin.
Commissary-sergeant William J. Shaw.
Hospital Steward William Meek.
Hospital Steward Joseph H. Todd.

COMPANY A.

COMMISSIONED OFFICERS.

Captain William Y. Dillard.
Captain Charles A. Gruber.
First Lieutenant John C. Slater.

NON-COMMISSIONED OFFICERS.

First Sergeant Peter Frickhofen.
Sergeant William S. Edwards.
Sergeant William Humbarger.
Sergeant George A. Bowers.
Sergeant Charles Bardin.
Corporal James McElroy.

Corporal John Furter.
Corporal Herman Teitze.
Corporal Charles Teitze.

PRIVATES.

Edward L. Buning, Frederick W. Brochelt, Charles Clay, Andrew Lawson, Fiddell Negell, Adolph Oppenheimer, Samuel Oberdorfer, Nicholas Powers, John Schumacher, George W. St. Clair, Thomas Atkinson, Jackson Black, William Johnson, Alexander McFarren, Francis T. Roberts, James Smith, William Thompson, George Crowley, Ambrose J. Hoffman, Cornelius Sullivan, Frank Laner.

COMPANY I.

COMMISSIONED OFFICERS.

Captain Rodolph H. Whitmer.
First Lieutenant Thomas M. Alexander.
First Lieutenant Joseph W. Adams.

NON-COMMISSIONED OFFICERS.

First Sergeant John W. Sykes.
Sergeant Henry Tate.
Sergeant Francis M. Martin.
Sergeant Joseph L. Dobson.
Sergeant Thomas J. Craycraft.
Sergeant Andrew Batts.
Sergeant Joseph Hughes.
Corporal William C. Golden.
Corporal Henry Benton.
Corporal Francis M. Sanders.
Corporal George W. Smith.
Musician James L. Erickson.
Musician Michael J. Flannagan.

PRIVATES.

Stephen Barker, Robert Burns, John Carroll, Henry J. Chappell, William J. Deguire, Washington D. Draue, William A. Dunn, Emanuel Emrick, William Hall, Gregory Ham, Samuel J. Howard, John E. Howard, Thomas Jones, Patrick Knowland, Martin Knox, Benjamin F. Lamb, Peter Marselles, Huston Martin, Florence McCarty, Charles W. McKenzie, P. E. C. J. Maxville, John M. Price, James M. Pritchard, William Smith, German A. Shivers, David Stinson, George Staker, John H. Sandefur, Thomas S. Tevis, Jacob B. Tarlton, Henry C. Urtan, William VanBebber, Cornelius C. Weems, Adam Wehl, Ulrich Becker, Burl M. Dunn, John Knapp, Lawrence Hannan, Henry H. Simpson, John W. Darrington, Charles Hughes, Adam J. Tarlton, John Baker, Eli Decker, Frank Hobbelt, Patrick Shea.

COMPANY C.

COMMISSIONED OFFICER.

Captain William H. Fagan.

NON-COMMISSIONED OFFICERS.

First Sergeant William B. Dearing.
Sergeant Frank J. Brocar.
Sergeant Calender King.
Sergeant Rufus F. Goose.
Sergeant Edward Bullock.
Sergeant J. W. Adams.
Corporal Wesley Brentlinger.
Corporal John B. Henke.
Corporal William D. Hemp.
Corporal Hugh Gavigan.
Corporal Kolen South.
Corporal James Jeffries.

PRIVATES.

Henry C. Alford, William J. Allen, Patrick F. Brown, Louis Buzon, William Cook, Edward Dangetfield, Edward Dott, James Dix, Patrick Glendon, Henry W. Harris, Richard W. Heaton, Edward Hogan, John Hawkins, Louis Lewallen, John F. Lee, Frederick Mursch, Henry Medley, Martin Mahan, John Oats, John Odonabl, Thomas Olaver, James L. Russell, Jacob Seibert, Martin Stanheld, James R. Stout, William Smith, Lawrence Wick, Thomas Wolford, Charles Hawkins, William M. Harris, Philip Kocher, William H. Russell, Jacob Shaeffer, James Tyler, Frederick Tucker, Alexander Young, Gabriel Bower, Martin Fury, Charles T. Reid, Benjamin Seigle, Samuel Tyler.

COMPANY D.

COMMISSIONED OFFICERS.

Captain James P. Tapp.
Captain Joel M. Coward.
Captain Alfred V. D. Abbett.
First Lieutenant George W. Coward.

NON-COMMISSIONED OFFICERS.

First Sergeant William M. Smith.
Sergeant Michael J. Boyle.
Sergeant Alford A. Mason.
Sergeant Franklin Renner.
Sergeant Jesse T. Battle.
Sergeant Lewis Hays.
Sergeant Joseph R. Rain.
Sergeant James M. King.
Sergeant John C. Martin.
Sergeant John T. Shadburn.
Sergeant John Shele.
Sergeant Benjamin F. Tyler.
Sergeant James M. Leatherman.
Corporal Albert H. McQuiddy.
Corporal Joseph Reading.
Corporal John Risinger.
Corporal Robert Fulford.
Corporal Alphas B. Miller.
Corporal Gibson Withers.
Corporal Francis M. Looney.

PRIVATES.

James R. Bennet, James D. Connell, Charles J. F. Elliott, Walter T. Ford, James W. Ford, James W. Gatton, Harman Hallatag, Ralston P. High, Jack Mack, John Marks, Patrick McCann, William B. McKinley, James McCauley, Samuel Parshey, Samuel Rosenthal, Albert Randolph, Thomas Riffet, Henry Stroker, James R. Tyre, James Clark, Thomas Conley, James Harmer, Miles Houston, Charles Litchcock, John Shele, Joseph F. Sachs, Thomas B. Thayer, Christian G. Weller, Amos H. Byram, Joseph H. Todd, John S. Williams, Francis M. Brisby, C. M. Chappell, Thomas McCormick, John B. Wright.

COMPANY E.

COMMISSIONED OFFICERS.

Captain John O. Daly.
Captain Thomas H. Tindell.
Captain Eugene O. Daly.
First Lieutenant John B. Smith.

NON-COMMISSIONED OFFICERS.

First Sergeant John Jeffers.
Sergeant Thomas Raymond.
Sergeant Patrick Corrigan.

Sergeant Philip Linst.
Sergeant Julius Lunenburger.
Corporal John P. Jones.

PRIVATES.

James Cody, John N. Feltes, Samuel Harmon, Edward B. Miles, John Nicks, Garrett Pridemore, Daniel Reardon, Thomas Riley, John Torphy, Peter V. Wolf, Jacob Finster, Abraham Hurl, Patrick O'Donnell, Richard Fugh, Joseph Reary, Robert Ragan, Clarence S. Tate, David H. Tate, George Webber, James Boultinghouse, James Butler, Michael McCarthy, Michael Murphy, William Miller.

COMPANY F.

COMMISSIONED OFFICERS.

Captain William F. Stars.
First Lieutenant John Wood.
First Lieutenant James W. Fowler.

NON-COMMISSIONED OFFICERS.

First Sergeant Henry Watson.
Sergeant August Stelly.
Sergeant Henry Burnett.
Sergeant Joseph Seigul.
Corporal Isaac J. Jones.
Corporal James Donahue.
Corporal Jacob Twenty.
Corporal Jacob Wormer.
Corporal George Doctorman.
Corporal Michael Given.
Corporal W. H. Worth.
Corporal William Egelston.
Musician James Armitage.
Musician Darby Scully.

PRIVATES.

Jacob Almer, William Bollinger, Sibbute W. Bogg, Henry Bussman, Peter Borten, Patrick Brown, Martin Blumel, John Brunnon, Lionhart Baumbache, George A. Bowers, Edward A. Cutsall, Patrick Carroll, George Clator, John Clifford, Stephen Connelly, John Deth, William Daily, Michael Farthy, Herman Foss, Michael Francis, Joseph Gassman, Abraham Graft, John Gurnon, Henry Galliger, Paul Hemmer, Christian Hartman, John Hofel, Henry Herman, Theodore Habbie, Jasper C. Hunt, Eniks Habbie, Elias S. Irvin, Charles Jones, Thomas Johnson, John Kunz, August Kummer, John Linn, Daniel Lapp, Jacob Lance, Joseph Leonardt, Jacob Lauffer, Frederick Madden, Thomas J. Mitchel, John Metz, John Ming, Pierce A. J. Malone, John Maloney, Freley Miller, John McCann, James McElroy, Patrick N'land, Michael Ott, Edward Owen, David O'Conner, Dennis O'Brien, Patrick Redinton, Lewis Snider, August Schioner, Frederick Stoncmer, Eugene Sullivan, John J. Swope, Lawrence Smith, Andrew G. P. Shields, John Summer, Zachariah Taylor, Herman Tettel, Frederick Welch, Wormley E. Wroe, William Wilson, Oliver Wood, William Weinbeck, John Wacker, Christian J. Wolf, Francis Vader, Ernst Mettle, Joseph Stradle, John M. Maddux, Dietrich Mathfield, John Burger, Joseph Kauffman, John Kittinger, Thomas J. Wright, Martin B. Wright, Benjamin Leich.

COMPANY G.

COMMISSIONED OFFICERS.

Captain Christopher C. Hare.
First Lieutenant Henry Watson.
Second Lieutenant John R. Farmer.

NON-COMMISSIONED OFFICERS.

Sergeant John Shotwell.
Sergeant Hiram Kinman.
Corporal George H. Gatewood.
Corporal Fred Swarts.
Corporal William B. Foster.
Corporal James Curry.

PRIVATES.

Frank Andy, William Bryant, John Born, Thomas Bramel, William Chadie, Thomas Cain, John Casey, John Conley, Jonathan Chessey, Stafford Conley, Michael Coughlin, Michael Concannon, Robert Doyle, Thomas Adis Emith, Frederick Eisenegger, Silas Elzy, Joseph P. Eshenbaugh, Henry Felker, Walter F. Farris, Rufus K. Foster, Thomas Higgins, William J. Humble, Richard F. Hamilton, Philip Hursh, Andy Hamilit, George W. Jackson, Philip Jordon, Jacob Kizer, John Lendrecht, Ancil B. McIntire, William McGuire, William Marefield, John Murphy, George Markwell, Noah B. Moore, Henry Michall, Isaac Moore, George Neice, Frederick Niesly, Augustus Odell, James Platt, Abalom Rose, Jr., William Rickards, Thomas S. Smith, John Snider, Joseph Sleetmatt, William Strops, John H. Schamps, Michael Sullivan, James F. Travis, Charles J. Travis, Lycurgus Williamson, John W. Yearn, Jacob A. Bell, William A. Boman, John Crawford, Henry Eckert, John Fisher, John Goss, John G. Gray, William Hasling, John Johnston, Marshall Merritt, James Murphy, William M. Robinson, John W. Ratliff, Emil C. L. Sherer, John Troutman, Garrett Vore, William H. H. Vailes, John Watson, James Welsh, John J. Young.

COMPANY H.

COMMISSIONED OFFICERS.

Captain Francis A. McHarry.
Captain Henry Sutton.
Second Lieutenant John M. Williams.
Second Lieutenant John O. Beard.

NON-COMMISSIONED OFFICERS.

First Sergeant Robert W. Oliver.
Sergeant Bollman M. Stevens.
Sergeant Alonzo G. Moore.
Sergeant Charles D. Ashby.
Sergeant Edward P. Speed.
Sergeant Andrew Zimmerman.
Corporal Lawrence Hagarman.
Corporal William Erick.
Corporal William Gover.
Corporal Sidney Monroe.
Corporal William Blunk.

PRIVATES.

Louis P. Beale, Alexander Bruner, Alonzo Butcher, James Birdwell, George Coogle, Edward Cotter, John Cready, William Costillo, John Franzman, Thomas J. Fon, John A. Goddard, Charles Gasser, Clat Johnson, Emil Krucker, George Kron, George W. Kron, John Leahey, James R. Lamb, Hiram B. Lamb, Allen Long, Jesse Lafallett, Thomas Ledwick, Peters Meyers, Philip G. Monroe, George Morrison, John W. McDaniel, James H. Moore, John Maloney, James B. Prewitt, James Pauley, Joseph Raulold, Beno Schlesinger, Isaac Stewart, Wentrop Simms, Sidney Smith, James M. Speed, William H. Terry, Andrew J. Webb, Peter Crowe, William W. Duffield, Jerry Hunt, Henry Menny, Oliver Newell, Benjamin F. S. Osborn, Samuel Skiles, Jacob Sowder, Charles Wills, Rudolph Armbruster, James Burnell.

Elbert Bruner, Joseph H. Drane, James A. Coburn, John Fallow, Jesse Fuque, Xavier Hirschley, William Selter.

COMPANY I.

COMMISSIONED OFFICERS.

Captain Milton T. Callahan.
 Captain Joseph Pickering.
 Captain James M. Callahan.

NON-COMMISSIONED OFFICERS.

First Sergeant John H. Becor.
 First Sergeant Thomas M. Alexander.
 Sergeant Thomas H. Green.
 Sergeant Charles H. Peterson.
 Sergeant William G. Baird.
 Sergeant William W. Moss.
 Sergeant James R. Hornback.
 Sergeant Jacob H. Keller.
 Sergeant Christopher B. Tharp.
 Sergeant William Meek.
 Corporal James Gallegar.
 Corporal Wadsworth Kindle.
 Corporal Theodore Watson.
 Corporal William H. Goss.
 Corporal John E. Enlow.
 Corporal Blackley W. Jenkins.
 Corporal Alonzo Lytle.
 Corporal George W. Parris.
 Corporal Henry C. Trammum.
 Musician Arnold Tharp.

PRIVATES.

John S. Arnold, Peter A. Bauba, Samuel T. Barba, Nathan Bennett, Conrad Band, Jerry, John W. Cooper, Samuel F. Drury, Thomas T. Ferrell, Bailey S. Green, William Gipson, John Hoke, Charles F. Hornback, Andrew M. Hornback, Alfred Hornback, James W. Hunt, Richard J. Holloway, Peter Heinborn, Barnett Hopkins, Norban G. Jackson, William Jenkins, Michael Kearney, John Lamm, James W. Lamb, John Link, George W. Miller, Levi H. Melton, Benjamin L. Moss, Henry C. Morgan, Thomas J. G. W. Phelps, John Reynolds, Thomas Reynolds, Henry C. Rodaffer, Benjamin O. Synipson, Andrew D. Stel, Joseph H. Steel, Adam State, Eli Shively, George R. Tharp, John W. Waters, William Wood, Henry G. Yates, Anthony Ackerman, Patrick S. Caher, Solomon Irwin, Squire Lane, Daniel J. McClure, Samuel D. McCready, Mariano Olivera, David W. Roach, William G. Stonecypher, Archibald M. Sympton, Robert Tuel, David P. Willis, Daniel Kincaid, William J. Shaw, Philip Glasman, Charles King, James G. Sympton, Andrew Wolpert.

COMPANY K.

COMMISSIONED OFFICERS.

Captain Eli P. Farmer.
 Captain James Boultinghouse.
 First Lieutenant John Armstrong.
 Second Lieutenant Fred Wyman (on alphabetical list, but not on company rolls).

NON-COMMISSIONED OFFICERS.

First Sergeant Christopher C. Dean.
 First Sergeant Rodolph H. Whitner.
 Sergeant Charles S. Baker.
 Sergeant David Crull.
 Sergeant Abram I. Chappell.
 Sergeant George S. Minor.
 Sergeant James F. McMabel.

Corporal Frederick D. Connor.
 Corporal Thomas Woods.
 Corporal Jacob Beck.
 Corporal James W. Wheeler.
 Corporal William F. Smither.
 Corporal William M. McKim.
 Corporal Davis Bungardner.
 Corporal James B. Groves.
 Corporal Robert H. Morris.
 Corporal George L. McKim.

PRIVATES.

John J. Arnold, Richard Baker, Joseph Busath, B. F. Boultinghouse, Franklin Christoff, George W. Cooper, Henry Doring, Franklin Drake, John Fennell, John Fey, Andrew Gump, Samuel G. Hensley, George B. Herbert, Daniel Hardin, Hugh Hagan, John Johnson, Miles James, Peter Krensh, William Kerschbaum, John Moss, Henry C. Reed, James S. Simler, Alfred Sunson, Franklin Woodward, David Welsh, Mathew Woods, Thomas J. Wilson, David Wilson, James Williamson, John Waggle, Patrick Brannon, Nelson Crull, Marion Eaton, Thomas Fitzgerald, Charles Flood, Lawrence Hannon, John J. Lang, James W. Lamar, Michael Morris, John R. McConnell, William Powell, Calvin Sampley, Franklin Snawder, Mathew Smith, John Smith, Stephen Terry, Addison Terry, Washington Connor, Thomas Dillon, Isaac Hensley, Samuel G. Hutchison, Curtis Lindsey, Jerry A. Robison, Daniel Shelley, Peter Snawder, William F. Warren.

PROVOST GUARD OF LOUISVILLE.

FIELD AND STAFF.

Lieutenant-colonel Henry Dent.
 Major Selby Harney.
 Adjutant Charles A. Gruber.
 Surgeon George W. Ronald.
 Sergeant-major Henry Sutton.

COMPANY A.

COMMISSIONED OFFICERS.

Captain William T. Dillard.
 First Lieutenant Charles A. Gruber.
 Second Lieutenant Francis A. McHarry.

NON-COMMISSIONED OFFICERS.

First Sergeant John C. Slater.
 Sergeant William Ernst.
 Sergeant John M. Snyder.
 Sergeant William Harper.
 Sergeant William H. Miller.
 Corporal F. G. Whick.
 Corporal William S. Edwards.
 Corporal Henry Patterson.
 Corporal Joseph Pickering.
 Corporal Charles Bardin.
 Corporal William Cummins.
 Corporal Peter Frickhofer.
 Corporal Thomas H. Atkinson.
 Corporal Jacob S. Pierce.
 Musician Levi B. Bixby.
 Musician John Watson.

PRIVATES.

Frederick Ashman, Oliver Allison, Thomas Argin, John W. Barker, Jackson Blunk, Jacob Crestor, William Casey, Anthony Clarke, James Corcoran, William Cusac, George Crawley, Charles G. Cushman, John Cook, George Clark, John Dysinger, Michael Doyle, John Dalton, Jacob Dress,

Conrad Daul, Joseph P. Estes, Frank Esrich, Henry Eberhart, Patrick Flinn, John Fuston, Bernard Hock, Frederick Fisher, William Griffin, Lewis Gross, Alfred J. Grob, Conrad Groth, Franklin Graw, John Hagerman, Laurence Hagerman, A. Hedapp, Andrew Heght, Thomas Hennessy, John W. Jacobs, William Jeannison, Anthony Kern, Lewis Krenier, William Kagle, John Kiser, Joseph Leatherback, Frank Miller, Henry B. Miller, Michael Murray, William McMurray, Franklin Melvin, Hugh Moffitt, Daniel Medcher, Patrick McGoff, Thomas Malton, Henry Marley, Michael McGierney, Anton Mollain, Philip Mollain, Anthony McGary, James Mohr, John I. Mohr, Henry Osterman, Leonard Pairne, Lewis Pickering, Mordecai Pillow, William Patterson, Alfred G. Putnam, Charles Pickering, George B. Randolph, Joseph W. Roberts, Francis S. Roberts, Andrew Riley, Henry Sutton, William Seibel, Samuel Schwer, Joseph Snell, Frederick Stutzell, George Shower, Joseph Schwartz, Lewis S. Skiles, Anthony Stormel, Leonard Stelley, Casper Sutter, John Shoemaker, Charles Seitz, G. H. Timmer, Charles Tietz, Walter Townsend, Peter Uhl, Jacob Vanan, George W. White, Thomas Yeung.

COMPANY B.

COMMISSIONED OFFICERS.

Captain William Blood.
First Lieutenant Christopher C. Hare.
First Lieutenant David A. Harvey.
Second Lieutenant Frederick Wyman.

NON-COMMISSIONED OFFICERS.

Sergeant Eli Farmer.
Sergeant James W. Fisher.
Sergeant Benjamin Myers.
Sergeant J. R. Farmer.
Corporal J. E. Goldsmith.
Corporal Morris Davis.
Corporal Harrison Bridge.
Corporal P. H. Yenawine.
Corporal Levi Cole.
Corporal R. M. McClelland.
Corporal Thomas H. Stephens.
Corporal George W. Vreland.

PRIVATES.

John Brady, John C. Boyd, Alexander T. Barker, Neal Beglot, Daniel Bennett, John Connell, A. J. Craig, Henry Chappell, James Chappell, Thomas R. Crandell, J. C. Connell, Joseph Carpenter, Thomas S. Chesser, Frank Dittmar, John Daker, C. F. Dantic, James Easton, William Felker, John Farris, John Freeman, J. T. Froman, Walton Goldsmith, William Gable, Weston Graham, Price Graham, John Green, William Gallaher, John Hazer, Henry Hiser, Henry J. Holdman, Frank Howell, Henry Hartledge, Joseph Hartledge, Eli Harling, Isaac Holt, William Hobbs, P. M. Hornback, George W. Hays, Lewis Hays, Philip Hacker, Adam Jost, Mathew Lynch, Michael McGraff, John McDonald, Warren Morain, Dennis Mitchell, Andrew H. Mitchell, William Mathis, Jonathan N. Marion, William Newman, Frederick Rice, James Raverty, J. L. Ryley, William Scandler, George Snell, Philip Seller, J. C. Stammell, Peter Snider, G. L. E. Scherer, Boone Summers, F. V. Stevens, Perry Snellen, Henry J. Smith, William Thurman, Joseph R. Tidings, Thomas H. Tahan, J. E. Talbert, Robert Villers, Philip Vollman, William H. Walker, John Young.

Company C was Company F of the Thirty-fourth Kentucky infantry.

COMPANY D.

COMMISSIONED OFFICERS.

Captain Lewis H. Farrell.
First Lieutenant James P. Tapp.
Second Lieutenant Joel M. Coward.

NON-COMMISSIONED OFFICERS.

First Sergeant A. W. D. Abbott.
Sergeant James M. Leatherman.
Sergeant James Winn.
Sergeant John Schele.
Sergeant George W. Coward.
Corporal Alfred M. Hoghland.
Corporal Alpheus B. Miller.
Corporal Joseph R. Cain.
Corporal John T. Shadburn.
Corporal Benjamin S. Tyler.
Corporal John Risinger.
Corporal Thomas B. Weatherford.
Corporal Richard L. Heplar.

PRIVATES.

Richard H. Alpine, Joseph Beger, Timothy Brown, Joseph Burkhardt, William Brown, John H. Bates, Francis M. Brisby, James Clarke, Jacob D. Campbell, Thomas Conley, Isaac Covert, H. C. Conley, George L. Cook, James T. Carpenter, Duncan Daker, John Daker, Thomas T. Dunker, Edward Dowler, John Dumpsey, Mathew Daughan, Peter Feeney, William Fitzhenny, James Farmer, Robert Fuiford, George Gans, M. Grisel, George Gutgaher, Patrick M. Gannon, George Gelhart, William A. Green, C. Heckelmiller, Peter L. Helper, Henry A. Hueper, Robert Hagerty, Mills Houston, Theodore Holtsclaw, Henry Heart, John Huddy, Stephen L. Jones, William Y. Jones, Richard Jentzis, George L. Jones, Hiram Jones, George W. Jones, Francis Kennedy, Leonard Kopp, James M. King, Thomas Linch, Francis M. Looney, William W. Martin, William D. Martin, Albert H. McQuiddy, John C. Martin, Jacob Noss, John Negson, Benjamin Nett, Arthur W. O'Connor, Thomas O'Malay, Joseph Parsons, William Ray, John D. Reagh, William Robinson, Joseph Right, Joseph P. Reading, Ephraim Rusk, Henry Rimback, Thomas Sanford, Henry Schafer, rank Steins, W. L. Smith, Michael Swaney, Joseph F. Sachs, James Scott, Frederick W. Schneider, John Schele, Theodore Swinney, Charles Sinat, Charles Schwaradtner, Patrick Scully, John Tomlinson, Thomas B. Thayer, Edward Vincore, John Vollman, William Wilson, Philip Whalin, Christian G. Weller, Frederick Wolf, Gibson Withers, John B. Wright, Perry Weatherford, D. R. Wayland.

COMPANY E.

COMMISSIONED OFFICERS.

Captain John O. Daly.
First Lieutenant Thomas H. Tindell.
Second Lieutenant Eugene O. Daly.

NON-COMMISSIONED OFFICERS.

First Sergeant William Dougherty.
Sergeant Thomas H. Wenstanley.
Sergeant Charles Miller.
Sergeant Michael Gosney.
Sergeant John B. Smith.
Corporal John Jeffers.
Corporal Jacob Ax.
Corporal Timothy Hogan.
Corporal Patrick Flood.

Corporal Edward K. Hanson.
Corporal Patrick Halpenney.
Corporal John N. Felters.
Corporal Peter Gas.

PRIVATEs

James Butler, J. P. Bunting, James Buntinghouse, Edward Buntinghouse, Francis M. Buntinghouse, John Burns, Isaac Bennett, Joseph T. Bright, Conrad Bingham, Edward Burns, Oscar Chene, John Crawford, William Costello, Anthony Crichton, John M. Crichton, Charles Connell, John Donahugh, Jacob Dunel, L. H. Daniel, James Evans, Philip Ernst, Jacob Ernst, James F. Felt, Andrew Fritz, Theodore Garren, Henry Dietman, John Lemmons, Frank Fremmen, William Treppen, Francis Fink, Jacob Fasten, Jacob Groby, Thomas G. Gallagher, Anthony Griffin, Lewis Gideon, George W. Glenatker, Patrick Gunning, John Guy, J. G. Hall, Richard Henry, Anthony Hoban, John Houser, David E. Hents, Andrew Hearn, A. Hurl, Thomas Kent, Andrew Kengel, Lewis Knaer, John Lever, Charles Lemmer, William Lear, Nicholas Lear, Julius Luenberger, Golditz Lemier, George W. Messenger, Michael McDonough, Michael McCarthy, John Mills, Edward B. Miles, David Mercer, John Nix, James Ryan, Robert Ragan, Patrick Riley, Thomas Riley, John Schigart, Franklin Schigart, William Schork, John Smith, James Smith, Henry Schikell, Thomas Stanton, Thomas O. Shay, William Shilling, John Shartell, Michael Stutzell, Andrew Scherk, Frederick Sigel, Frederick Ungermann, Francis Ulrich, Stephen Vich, William R. Vanover, Charles Wecker, Jacob Wrenberger, William R. Wheeler, John V. Wheeler, Patrick Walsh, Christopher Ziegler.

THIRTY-SEVENTH KENTUCKY VOLUNTEER MOUNTED INFANTRY.

This was organized under Colonel Charles S. Hanson, in the summer of 1863, and Companies A, B, and C were mustered into the United States service at Glasgow, Kentucky, September 17, 1863. Companies D, E, F, and G were mustered in October 24, 1863, at Glasgow, Kentucky. Captain Stroube's company, originally raised for the Fifty-first Kentucky infantry, was mustered in September 4, 1863, at Covington, Kentucky, and consolidated with the Thirty-seventh, forming Company H. Companies I and K were mustered in at Glasgow, Kentucky, December 21 and 22, 1863. Charles S. Hanson was mustered in as colonel, December 29, 1863, and commanded the regiment until the battle of Saltville, Virginia, was fought, on the 2d day of October, 1864, when he was severely wounded, and fell into the hands of the enemy a prisoner of war. He was afterwards exchanged and honorably discharged March 6, 1865.

This regiment was composed of the best material, and though a one-year regiment, bore as honorable a part in the war as many three-years regiments, and was engaged in all the battles

occurring in the locality in which it served, though the records of the regiment only show it to have been engaged in the battles at Glasgow, Kentucky; Jackson county, Tennessee; Saltville, Virginia, and Mt. Sterling, Kentucky. It was mustered out December 29, 1864, at Louisville, the re-enlisted men being transferred to the Fifty-fifth Kentucky infantry and the Fourth Kentucky Mounted infantry.

FIELD AND STAFF.

Adjutant Caswell B. Watts.

COMPANY E.

COMMISSIONED OFFICERS.

Captain William O. Watts.

Second Lieutenant John R. Watts.

NON COMMISSIONED OFFICERS.

First Sergeant George W. Alvin.

Sergeant John Dixon.

Sergeant William Knapp.

Sergeant Nathan L. R. Melvin.

Sergeant Charles Walters.

Corporal Levi Gravette.

Corporal John D. Warren.

Corporal Henry E. Sanders.

Corporal Manuel Evans.

Corporal Robert Edmonson.

Corporal Militus J. Wilson.

Corporal Mitchell Wright.

Corporal Jeremiah F. Perkins.

PRIVATEs.

Jacob Bales, Nathan B. Edwards, Green B. Graham, Thomas Helton, John C. Jenkins, Joseph P. Mattingly, William N. Miles, William McDaniel, Henry Milligan, James Nelson, Preston Napper, Thomas J. Pepper, William Perkins, John Perkins, James Peters, John T. Price, Green B. Robertson, Reuben Ratcliff, James Read, Jefferson Rhodes, Robert B. Sanders, Tillman H. Sheekles, John Slaughter, John C. Skaggs, James F. Skaggs, Sidney H. Stennett, Walter Vessels, John R. Wilson, William Williams, John Young, Thomas Burrows, John Burrows, Julius N. Crowley, George M. Emery, George M. French, Oliver P. Grace, John W. Gill, John Hall, William Jones, Jesse Jones, Richard Lyons, William Mitcham, James M. Mundy, Jefferson Morris, Benjamin M. Morris, Jasper C. Roberts, Pascal Saltsman, John T. Wade, William K. Wade, William B. Whitehouse, Rufus Ackridge, David Brewer, Joseph Books, Benjamin Brown, John M. Despain, William R. Faulkner, William W. Hunt, Thomas S. Pease, Charles S. Rouse, H. P. Simpson, Henry Wells.

COMPANY F.

COMMISSIONED OFFICER.

Captain James H. White.

COMPANY K.

Captain Joseph J. Borrell.

On alphabetical list, but not on company rolls:

Second Lieutenant George W. White.

FORTY-EIGHTH KENTUCKY INFANTRY.

FIELD AND STAFF.

Colonel Hartwell T. Burge.

Quartermaster James M. Courtney.

COMPANY C.

First Lieutenant John E. Lay.

On alphabetical list, but not on company rolls:

First Lieutenant John E. Lay.

FIFTY-THIRD KENTUCKY INFANTRY.

FIELD AND STAFF.

Colonel Clinton J. True.

Lieutenant-colonel W. C. Johnson.

Major James G. Francis.

Adjutant Frank D. Tunis.

Quartermaster S. J. Housh.

Surgeon William B. Blund.

Assistant Surgeon Henry C. Miller.

On alphabetical list, but not on company rolls:

COMMISSIONED OFFICER.

Second Lieutenant Matthew Kennedy.

FIFTY-FOURTH KENTUCKY INFANTRY.

FIELD AND STAFF.

Surgeon Frederick C. Leber.

COMPANY A.

COMMISSIONED OFFICER.

First Lieutenant Benjamin C. Lockwood.

FIFTY-FIFTH KENTUCKY INFANTRY.

The Fifty-fifth Kentucky Infantry was raised under special authority of the War Department, and was organized at Covington, Kentucky, in November, 1864. It was mounted, and performed duty in the counties bordering on the Kentucky Central Railroad, until ordered on the Saltville expedition under General Burbridge. On this expedition it performed good and efficient service, and was favorably mentioned by the commanding general, among other troops of his division, for gallant bearing in face of the enemy. After the return from Virginia the regiment was by detail posted in various counties to protect the citizens from depredations of guerrillas, upon which duty it remained until mustered out at Louisville, on the 19th day of September, 1865.

FIELD AND STAFF.

Assistant Surgeon E. R. Palmer.

COMPANY E.

COMMISSIONED OFFICERS.

First Lieutenant James H. White.

Second Lieutenant George W. White.

NON-COMMISSIONED OFFICERS.

Sergeant Charles Walters.

Sergeant Syburn Lain.

Sergeant Watt B. Good.

Corporal Thomas Ford.

Corporal Andrew W. Hester.

Corporal Byron A. Gardner.

Corporal Henry Deaver.

Corporal Joseph B. Tennally.

Corporal Thomas Birge.

Corporal William W. Ivace.

Musician Leroy D. Livingston.

Musician James B. Ward.

Wagoner Richard Moore.

PRIVATES.

Thomas Burros, Wesley Blankenship, Thomas H. Blankenship, Thomas C. Buley, Charles E. Clark, Francis M. Cable, Julius M. Crawley, Lawson Daniels, Abner D. Dudley, George W. Durbin, Thomas Deaver, Amos Englan, Irvin Frogg, G. W. French, J. W. Gill, G. W. Golley, John H. Gibson, William H. Wornback, John Harman, Robert Howell, John H. Johnston, Thomas W. Johnston, William Jones, Robert Killian, Richard Lyons, James McCoy, James A. Merryfield, William A. Mitchum, Haywood M. Moore, James M. Mundy, Benjamin M. Morris, John Malone, John Mayfield, Alfred Newton, James J. Newton, Benjamin D. Orr, Cadd Orms, John A. Richards, Jasper E. Roberts, Aethison E. Robertson, Nathan L. Slinker, Joseph Slinker, James T. Shoemaker, Pashall Saltzman, Benjamin W. Spaulding, William Steadman, William Vance, John G. Wise, James Walls, William R. Wade, Robert Whitlock, William R. Whitelessee, William F. Wright, John Barnes, Peter Green, John Hall, John Burris, Leibold H. Dikkersen, Jesse Jones, John T. Waid.

COMPANY G.

COMMISSIONED OFFICERS.

Captain Peter S. Jones.

First Lieutenant George M. Harper.

Second Lieutenant John N. Buchanan.

NON-COMMISSIONED OFFICERS.

First Sergeant Edward D. Scott.

Sergeant William Austin.

Sergeant Benjamin F. Schole.

Sergeant Charles Koph.

Sergeant Albert Ceaser.

Sergeant Clayton L. Harris.

Corporal Jacob Ave.

Corporal William Buckley.

Corporal Elias Brown.

Corporal Charles Stickler.

Corporal Daniel Hathaway.

Corporal Conrad Dintleman.

Corporal Daniel Bardwell.

Corporal Frederick Cubbins.

PRIVATES.

Jesse Abbott, Harmon Ashberry, William Brown, William H. Brown, John Cleary, Patrick Durrill, James L. Davis, Frederick Ehrempford, Milton H. Gore, Charles Gardner, John Hegan, Casemer Hillerick, Louis Huber, Adolph Haze, James W. Jackson, Leman C. Kellam, Jackson Ledford, Thomas Ledford, Major E. Lee, Henry C. Lucas, Peter Moreback, John Messenger, George W. Messinger, Harrison Miller, Francis Manahan, Frederick Miller, James A. Matthes, Noah Piercefield, John Shaw, Jacob Smith, Gabriel Smaltz, Frank Spindler, Frank Snyder, Andrew Severs, John Stephens, James Bethuran, Wiley R. Daugh-

erty, Michael Helte, Henry Low, John Massey, William H. Snead, Edgar Warriner, William H. Hood, Francis M. McDonald, John Miller.

COMPANY K.

COMMISSIONED OFFICERS.

Second Lieutenant Jacob P. Pappas

On alphabetical list, but not on company rolls:

Captain George Welker.

FIRST KENTUCKY CAVALRY.

PRIVATE.

Robert F. Burton, William Corrie, Walter Lange, John Peryins, William J. Vanhook.

COMPANY F.

PRIVATE.

William Stapleton, Thomas Thompson, John Tombs.

SECOND KENTUCKY CAVALRY.

The Second Kentucky cavalry was organized at Camp Joe Holt, under Colonel Buckner Board, mustered into service on the 9th day of September, 1861, by Major W. H. Sidell, and was a part of that gallant band raised by General Rousseau, from which the grand army of the Cumberland sprang. It marched from Camp Joe Holt to Muldrough's Hill with General Rousseau in defense of Louisville against the advance of Buckner, and was immediately assigned to duty with the Army of the Cumberland; it was in the advance of General Buell's army at Shiloh, and participated in that battle. The regiment remained in Tennessee until September, 1863, when it again returned to Kentucky with Buell's army, in pursuit of Bragg, and with the cavalry engaged with the enemy at Chaplin Hills, Kentucky, October 8, 1862. The regiment marched from Perryville, in pursuit of Bragg, as far as Mount Vernon, in Rockcastle county, Kentucky, when the pursuit was abandoned, and both armies made efforts to reach Nashville first. From Nashville the regiment marched to Murfreesboro, and in the fight of Stone river received special mention from General Rousseau, commanding the division, for gallant and daring bravery.

The regiment participated in the following noted battles in which loss was sustained, besides numerous skirmishes and minor battles incident to the vigorous campaigns of the Army of the Cumberland, to which it was attached, viz: Shiloh, Perryville, Stone River, Chickamauga, Lookout Mountain, and all the battles of the Atlanta campaign. The regiment veteranized at

Bridgeport, Alabama, March 7, 1864, and the recruits and veterans were transferred to the Second Kentucky veteran cavalry.

ROLL AND STAFF.

Colonel Buckner Board.

Colonel Thomas P. Nicholas.

Lieutenant-colonel Owen Starr.

Regimental Quartermaster Elias Thomasson.

Regimental Quartermaster William C. Rogers.

Regimental Commissary Edward R. Ayres.

COMPANY A.

COMMISSIONED OFFICER.

Captain George W. Griffiths.

PRIVATE.

Blanchard Rees.

COMPANY B.

PRIVATE.

William Brantley.

COMPANY C.

COMMISSIONED OFFICER.

Captain Charles D. Armstrong.

PRIVATE.

George A. Kidd, Samuel J. Peatee, Samuel Strader.

COMPANY F.

COMMISSIONED OFFICER.

Captain Edward J. Mitchell.

COMPANY G.

COMMISSIONED OFFICERS.

Captain John Baker.

First Lieutenant Sanford H. Thurman.

PRIVATE.

Henry F. White, Ewing White, William A. Wallace, John Slack, James E. Turner, John Vance.

COMPANY H.

COMMISSIONED OFFICERS.

Captain Thomas C. Wiley.

First Lieutenant Augustine T. Gultiz.

First Lieutenant George S. Coyle.

PRIVATE.

William Spears.

COMPANY I.

COMMISSIONED OFFICER.

Captain Lovell H. Thixton.

PRIVATE.

Andrew J. Smith, Levi S. Slate, Reason M. Slate, Joseph M. Hunter, William T. McCormick.

COMPANY L.

PRIVATE.

John Allen Jones, John O'Brien, James L. Thackston.

COMPANY M.

COMMISSIONED OFFICER.

Captain Robert M. Gilmore.

PRIVATE.

Larkin Arnold, William Brown, Isaac Burnett, James

Brooke, James Brock, George Babbitt, Pleasant Q. Eaten, Cyrenus W. Garner, Winand C. Latree, James C. Cox, George W. Davis, William Edwards, Andrew J. Frogg, Thornton F. Gaines, George W. Gill, William L. Griffith, Thomas Garrett, Neely W. Hart, Anderson Hunter, Joseph Hainmcker, William Lawson, William McKenna, Cretell C. Meeker, William Mastengill, James Mothers, John H. Moors, James Merritt, George Nichols, Henry Price, Samuel Price, William Price, John A. Ramey, Henry South, James Stett, Allen Sarge, William Todd, Robert Wetters, James W. Uddell, Emerson Wallace, Isaiah Wright, Jonathan Welsh, Burdine Young, Moses Douthett, Martin Hicks, Daniel H. Hall, Curtis M. Shelton, Thomas M. Floyd, William Reynolds, James Young, John H. Breck, Joseph H. Gridley, William M. Nichols, William H. Woodall, James Adams, James Gordon, John B. Miller.

The following names are found in the alphabetical list of officers, but they do not appear among the officers in the regimental roster:

Brevet First Lieutenant Spencer C. Evans.

Second Lieutenant George S. Coyle.

THIRD KENTUCKY CAVALRY.

The Third regiment Kentucky Volunteer cavalry was organized at Calhoun, Kentucky, under Colonel James S. Jackson, and mustered into the United States service on the 13th day of December, 1861, by Major W. H. Sidell. Immediately after organization the regiment was engaged as scouts in Southwestern Kentucky, a section of the State over which the Confederates then held control. They were assigned to General T. L. Crittenden's division, and marched from Calhoun to Nashville, Tennessee, in the month of March, 1862. From there, in advance of the Army of the Cumberland, it marched through Tennessee to Pittsburg Landing, and participated in the battle of Shiloh; from there to Corinth and Iuka, Mississippi; thence to Florence, Alabama; from there to Athens, Alabama, where the regiment remained during the summer of 1862. From Athens the regiment marched to Decherd, Tennessee, and from there commenced the pursuit of Bragg, who had advanced to Kentucky. At New Haven, Kentucky, they participated in the engagement in which the Third Georgia cavalry was captured. In advance of Major-General Crittenden's division they marched from Louisville to Perryville, and in pursuit of Bragg out of Kentucky, returning to Nashville and Murfreesboro, Tennessee. The regiment was veteranized at Nashville in March, 1864, having participated in the following battles in which loss was sustained, viz: Sacramento, Kentucky; Pea Ridge, Mississippi; Corinth, Iuka, Mississippi;

New Market, Alabama; Kinderhook, Tennessee; Chaplin Hills, Shiloh, Stone River, and Chickamauga, Georgia.

FIELD AND STAFF.

Major W. S. D. Megowan.

Adjutant Zachary L. Taylor.

Chaplain Hartwell T. Burge.

COMPANY A.

PRIVATES.

William Cash, John Hays, Jesse Jennings, Abraham Job, James Liles, John W. Sterling, John W. Yates, Joseph Hale, Samuel D. Ingles, Nicholas J. Mercer, Charles L. Robertson, John W. Smith, John J. Smith, Jerome B. Smith, Newton Champion, James L. Driver, Miles Dunning, William Ely, Anthony Gardner, John W. Hodge, David Hall, John Knolls, Young Long, Benjamin O. Mitchell, T. Zachariah Pryor, John H. Rushing, Rufus M. Stokes, Wiley O. Thurman, Alfred Wilson.

COMPANY B.

COMMISSIONED OFFICER.

Captain Mathew H. Jouett.

PRIVATES.

George W. Short, Henry Ucel, John W. Herrell, William D. Dial, James M. Deamier, William C. Jarvis, William McCormick, Edward R. Roll, James McCormick, James W. Hammers, John Wesley, Brewer, Peter Carter, William Cyreans, George B. Hicks, Samuel Krane, Paris Williams.

COMPANY C.

PRIVATES.

James W. Lucas, Hiram Shannon, Willis Roach, Henry C. Staten, Benjamin F. Davidson, W. J. G. Hughes, Leander Duncan, Solon Houghton.

COMPANY D.

PRIVATES.

James Steaward, James T. Buchanan, George Benet, Lafayette Jimmerson.

COMPANY E.

COMMISSIONED OFFICER.

First Lieutenant Percival P. Oldershaw.

PRIVATE.

Michael S. Lile.

COMPANY F.

COMMISSIONED OFFICER.

First Lieutenant W. H. Burghardt.

COMPANY G.

COMMISSIONED OFFICERS.

Captain J. Speed Peay.

Captain Thomas C. Foreman.

Captain L. L. Drown.

Captain Edward W. Ward.

First Lieutenant William Starling.

First Lieutenant Thomas Coyle.

First Lieutenant John Weist.

Second Lieutenant A. J. Gillett.

Second Lieutenant Garnett Duncan.

February marched to Franklin, Tennessee, where it remained observing Van Dorn and Forrest's commands, and skirmishing with them every day, until the 2d of June, when the regiment marched to Triune; on the 4th of June returned to Franklin, having several severe engagements with the enemy on that day and the following; marched to Triune on the 7th of June, where it remained until the 23d, being engaged with the enemy on the 9th and 10th; marched with the cavalry corps in advance of the Army of the Cumberland until the 29th of July, when it went into camp at Gum Springs, Tennessee, where it remained until the 9th of August, marching thence by way of Fayetteville, Tennessee, and Huntsville, Alabama, to Maysville, Alabama; on the 27th of August marched to Caperton's Ferry, Alabama; crossed the Tennessee river on the 1st of September, and proceeded to Valley Head; on September 3d crossed Lookout Mountain, and marched through Alpine to Summerville, Georgia, and returned to Valley Head on the 15th of September; on the 19th September the regiment marched for Crawfish Springs, Georgia, where, on the 21st of September, it was engaged with Wheeler's command of 7,000 men and 12 pieces of artillery. In this engagement, being overpowered and surrounded, the Fourth covered the retreat of the brigade, losing in the engagement 97 men killed and prisoners of war.

The regiment arrived at Chattanooga on the 22nd of September, and on the 25th marched for Bellefonte, Alabama, arriving on the 30th September; left Bellefonte on the 2nd October for Caperton's Ferry, where it remained until December 2d, and from thence marched via Chattanooga to Rossville, Georgia, arriving on the 5th December, being on the extreme outpost of the Army of the Cumberland. It remained at Rossville until the 6th of January, 1864, when it veteranized, being among the first Kentucky regiment to renew their enlistment for three years.

The regiment engaged in over fifty battles and skirmishes in which loss was sustained, among the principal of which are the following: Lebanon, Tennessee; Manchester Pike, Tennessee; Readyville, near Chattanooga; Jasper, Rankin's Ferry, Anderson Cross Roads, Mott Creek, Battle Creek, Tennessee; Stevenson, Bellefonte, Alabama; Sparta, Manchester, McMinnville, Gallatin, Tennessee; Trenton, Morgantown, Hopkinsville,

Kentucky; Red Springs, Liberty, Murfreesboro, Franklin, Spring Hill, Brentwood, Lewisburg Pike, Carter's Creek, Little Harpeth, Columbia, Thompson's Station, Triune, Middleton, Eagleville, Hoover's Gap, Guy's Gap, Shelbyville, Decherd, Tennessee; Whitesburg, Valley Head, Alabama; Alpine, Summerville, and Chickamauga, Georgia.

FIELD AND STAFF.

Colonel Jesse Bayles.
Lieutenant-Colonel Jacob Ruckstuhl.
Lieutenant-Colonel Llewellyn Gwynne.
Major John F. Gunkel.
Adjutant Moses C. Bayles.
Adjutant George K. Speed.
Regimental Quartermaster Charles Kurfiss.
Assistant Surgeon David P. Middleton.
Chaplain Matthew N. Lasley.
Sergeant-Major Henry Tanner.
Quartermaster Sergeant Theodore Wergo.
Commissary Sergeant William Butler.
Hospital Steward William Edwards.

COMPANY A.

COMMISSIONED OFFICERS.

Captain Levi Chilson.
Captain William D. Hooker.
Captain Joseph A. Cowell.
First Lieutenant William J. Hunter.
Second Lieutenant James Barnes.
Second Lieutenant Basil N. Hobbs.

NON-COMMISSIONED OFFICERS.

Sergeant John J. Collins.
Sergeant Frank Leatherth.
Sergeant Ryland K. Shuck.
Sergeant John W. Burress.
Sergeant James Albertson.
Sergeant Nathan K. Gross.
Sergeant Joseph Dawkins.
Sergeant William Sexton.
Corporal Jordan Brooks.
Corporal Joseph H. Arteburn.
Corporal Dominick Gross.
Corporal Elzy Kennedy.
Corporal Marion King.
Corporal Jacob Welkins.
Corporal William Stephenson.
Corporal John P. Ashby.
Saddler William E. Fleece.
Bugler Christian Essig.
Bugler Frank Brinkman.
Farrier Logan Jeffries.

PRIVATES.

Andrew Beamela, Peter Edwards, No. 2, Eli D. Gardner, George Graves, William Kerr, George Morris, William Prentiss, Joseph Phillips, John J. Smith, William Sands, William S. Thompson, John Woods, Martin Young, Cincinnas Cleders, Thomas Donohue, Partedness Duty, Peter Edwards, No. 1, John Heller, James L. Kelley, Jefferson Lowery, Augustus Mathews, George Myers, James V. Reed, John Skell, James Smallwood, McWilliam H. Watkins, Isaac Watkins, Cornelius M. Woodruff, John Wheeler, Samuel Young,

John Arterburn, Frank Bonner, John Bonner, David Bonner, Jordan Brooks, John Boes, Robert J. Collins, Nicholas Cunningham, Jackson Declermin, John A. W. Davis, James Edwards, William E. Fleece, Lawson H. Kelly, John H. Price, George Rhoe, John C. Schaefer, James J. H. Scott, Simon Trester, Thomas Young, Samuel Anderson, Christian Fulty, John Sands, John Butts, Alexander F. Bolin, William H. Brown, David Collins, Lafayette Collins, James Corden, Thomas E. Crumbaugh, Joshua Devers, William Edwards, Joseph Fehr, Thomas Figg, Joseph C. D. Gill, William M. Goldsmith, Joseph Ham, Richard Hall, William Jones, Joseph King, Michael King, Benjamin Kelly, Thomas McManus, William Oglesby, Thomas O Brin, John Riker, Robert W. Reed.

COMPANY B.

COMMISSIONED OFFICERS.

Captain John Kurfiss.
 Captain Adam Rogers.
 First Lieutenant Henry Tanner.
 Second Lieutenant John Feitsch.

NON-COMMISSIONED OFFICERS.

First Sergeant Barney Castner.
 Sergeant B. B. Sloan.
 Sergeant David Patton.
 Sergeant George Snider.
 Sergeant Charles Clinton.
 Sergeant Jacob Wreterstein.
 Sergeant Henry Smith.
 Sergeant John H. Brackett.
 Commissary-sergeant James C. Phillips.
 Corporal William Frix.
 Corporal John S. Burkley.
 Corporal Andrew Loudon.
 Corporal Ludwig Black.
 Corporal Jacob Fix.
 Corporal Charles Lauthard.
 Corporal John Weakley.
 Corporal Charles Ackers.
 Corporal Nicholas Bender.
 Bugler William Farrell.
 Bugler Peter Payer.
 Farrier George B. Sherridan.
 Farrier Peter Smith.
 Saddler John Zoll.
 Wagoner Joseph Eckert.

PRIVATES.

Jacob Akes, Martin Belner, Christian Brunkman, David Dirrick, Louis Forcht, John Owens, P. Stahle, Andrew Small, John Blabag, Daniel Flood, Charles Forcht, Edward Hern, John Hoog, Jacob H. Lesteroff, Conrad Menning, William Meyers, Henry Sheard, Casper Schwartz, John Shower, Sr., Henry Shofmaster, Jacob Thornton, Andrew Bach, Frederick Brown, Matthew Miller, John Phelan, Nicholas Smith, David H. Taylor, George Weatherstein, Jacob Walter, Joseph Heneman, Henry Alexeser, William Mismuler, Conrad Bader, August Baker, Gottlieb F. Bauer, Frederick Basser, Joseph Barrell, Henry Doert, David R. Fenton, Charles Gauerune, Alpert Halwas, John Heerty, Frederick Ludwick, John Ludwick, James Lawson, Joseph Marshal, Freling Namick, Mason Parson, Thomas Phelps, John Rupp, Thomas Ridge, Kaviett Shindler, John Shower, Thomas Steward, Albert Sanlergilt, Mac. Sensoth, Frank Shier, Gibson Tate, Lewis Upper.

COMPANY C.

COMMISSIONED OFFICERS.

Captain Charles L. Unthank.
 Captain Sylvester W. Raplee.
 Captain John M. Bacon.
 First Lieutenant James O'Donnell.
 First Lieutenant William J. Killmore.
 Second Lieutenant William M. Nichols.
 Second Lieutenant A. G. Rosengarten.
 Second Lieutenant James Hines.

NON-COMMISSIONED OFFICERS.

First Sergeant Squire S. Roberts.
 Company Quartermaster-Sergeant George Kipp.
 Sergeant Joseph Rickett.
 Sergeant Julius C. Sherer.
 Sergeant William J. Loder.
 Sergeant William Stitgee.
 Sergeant George A. St. John.
 Corporal Thomas Couch.
 Corporal John Ford.
 Corporal David Gordon.
 Corporal Franklin E. Roberts.
 Saddler James S. Dikes.
 ——— John K. Adams.
 Farrier John Metz.

PRIVATES.

Frederick Butcher, Henry Delaney, Anthony Ham, John Meyer, Lewis Roberts, Patrick Shudy, Francis J. St. John, John Zink, Henry A. Crider, James Cassack, Henry Conr, John B. Dunlap, Edward Dempsey, Alex. Goodman, Patrick Hart, Nicholas Kirin, Daniel Munty, Benjamin J. Nicholson, Morris Powers, John Stair, William Shriver, Michael Farrell, Samuel Graham, John M. Gray, James Hislip, Patrick Haney, John Sullivan, George Chastain, James Chapman, Charles Gorman, Andy Gross, David Heaver, James Howard, Daniel Ham, Patrick Kennedy, Joseph Kipp, Johnson McConkey, Julian L. Moraldo, Henry Meyer, George Orr, J., John Sheer, Benjamin F. Sowards, Cornelius Sullivan, Thomas Sullivan, William Torrell, John Westfall, Lewis W. Woodal.

COMPANY D.

COMMISSIONED OFFICERS.

Captain George Welling.
 Captain William J. Barnett.
 First Lieutenant Frank N. Sheets.
 First Lieutenant John B. Lee.
 Second Lieutenant James A. Kemp.
 Second Lieutenant John P. Brown.

NON-COMMISSIONED OFFICERS.

Sergeant Joseph B. Bradley.
 Sergeant William W. Chalfin.
 Sergeant William Snelling.
 Sergeant James W. Rooney.
 Sergeant Washington Reynolds.
 Sergeant Philip T. Chapple.
 Sergeant Francis V. Stephens.
 Corporal Rufus Congrove.
 Corporal John F. Doncuster.
 Corporal William Atcher.
 Corporal Edward Atcher.
 Corporal James S. Goldsmith.
 Corporal John C. Sherwood.
 Corporal Hercules Roney.

Corporal William Smith.
Corporal Jesse Brimer

PRIVATES.

Michael Comer, Silas W. Collier, George T. Goodale, Peter Glassman, John W. Hagan, Philip Kressel, John Little, John Mager, Alfred Shanks, Robert Tomang, John Westfall, Wm. T. Atcher, Isaac Ruch, William L. Beards, Alfred Cordon, Asaburn Phoenix, Nelson Goldsmith, Thomas Gilbert, James O. Hagan, William J. Hunter, Abolun Harrison, Thomas Hebert, James Jump, Lincoln, Adolphus Meyers, Thomas J. Martin, Augustus G. Myers, Hugh A. Luthin, John L. Luthin, Henry Luthin, Daniel Simpkins, William C. Smith, John T. Tanton, John Travis, Harrison Tanner, William Walden, Samuel Wallace, James Crillen, John M. Briscoe, William Greenwell, George Haddox, Joel Harrison, Christopher C. Martin, Kirbfur Shively, Charles Swiney, Greenup J. Westfall, William Pierefield, William G. Arthur, Philip Birman, Levi Brentlinger, William E. Brunnel, George Cuddlemeyer, Franklin Collings, Isaac Douglas, Terrence Davidson, Walden M. Edwards, William Foster, Samuel Foster, William Graham, Harrison Joyce, John James, Andrew Lawrence, William Medcalf, Christopher C. Martin, Jacob McIntosh, Alexander Oliver, John Ranidon, John Read, Jeremiah Steward, Michael Sago, David Shoptan, Perry Snelling, William Todd, Edward Welings, John Yeager.

COMPANY F.

COMMISSIONED OFFICERS.

Captain Henry A. Schaeffer.
Captain Leopold Preuss.
Captain James O'Donnell.
First Lieutenant Max Cohn.
Second Lieutenant Henry G. Waller.

NON-COMMISSIONED OFFICERS.

Sergeant Lewis Huanker.
Sergeant Gustav E. Hueter.
Sergeant John Weber.
Sergeant John Vogle.
Sergeant David Wehing.
Sergeant Ambrose Kuni.
Sergeant John Keller.
Sergeant Henry Stoly.
Sergeant John Schnab.
Corporal Henry Deersman.
Corporal John Frank.
Corporal Lewis Gross.
Corporal Henry Fischer.
Corporal John Frank.
Corporal Andy Frank.

PRIVATES.

John Ash, Moses Burig, John Hassing, Francis Hillinch, Julius Hudle, Adam Loomsan, Philip M. Panty, August Wall, Andrew Weiller, Henry Leeback, Lewis Baty, Ignatus Bernhard, John Braum, Bartholomew Brander, Henry Doehmann, Peter Funk, Ferdinand Meitt, Frank Littler, Conrad Routhams, Jacob Rodd, Gottlieb Scharott, Lajarus Schaub, Carl Sivann, John Lissert, Lewis Ampler, David Engel, Peter Hensler, Anlon Killer, John Long, David Peter, Eberhan Fraut, George Quillenan, Christian Ehlshelt, John Scholun, Henry Joseph, Jacob Greff, John A. Kneiss, George Koch, Jacob Kung, Conrad Miller, Peter Rechenan, Adam Schneider, John Sipple, John Streit, Henry Trout, John Wasner, Conrad Weber.

COMPANY F.

COMMISSIONED OFFICERS.

Captain Nelson B. Church.
Captain Sidney Lavont.
Captain Basil N. Hobbs.
Captain Spencer Cooper.
First Lieutenant John D. Bird.
First Lieutenant Thomas P. Harnot.
First Lieutenant William G. Milton.
Second Lieutenant Abel R. Church.

NON-COMMISSIONED OFFICERS.

Sergeant James Wilmoth.
Sergeant James G. White.
Sergeant James B. Johnson.
Sergeant Phillip Reed.
Sergeant William G. Milton.
Sergeant Charles H. Soule.
Sergeant Daniel S. Williams.
Sergeant Thomas Merideth.
Sergeant Martin Wilhelm.
Corporal William B. Sensbaugh.
Corporal James McMahon.
Corporal James Carter.
Corporal James W. Duckworth.
Corporal Robert D. Stevens.
Corporal S. W. Parrish.
Farrier Walthen Bonner.
Farrier John J. Burke.
Saddler John M. Hutchinson.
Wagoner Robert Folis.

PRIVATES.

Arnold Amos, John S. Baker, Henry Blair, Alexander Dobbins, John Howsley, James S. Lewis, John C. Langly, Abraham Meredith, William Meredith, Gabriel Reynolds, Edmonds Reeves, Thomas W. Slaughter, Bradley Sanders, Thomas Shane, William Wilhelm, Mortimer Gaither, William G. Butler, James K. P. Byland, Martin Dillingham, Samuel Fife, Malone Hatfield, Lawrence Kelly, Phinis Reed, Robert Ramsey, Warren Watkins, Thomas Brook, James H. Brooks, John J. Brooks, William Dorms, William Murphy, John McQueen, Dabney Nance, James W. Raymond, Thomas Williams, James W. Watkins, James Monehan, Robert B. Beswick, John Cain, Henry Casey, Edward Comingore, George W. Ginnis, Hugh Grey, John Hefferman, Henry Lewis, James Parrish, William Moore, Bryan H. Sharp, John Wilhelm, John Womack, Thomas G. York, Lewis Carroll, David O'Connell.

COMPANY G.

COMMISSIONED OFFICERS.

Captain Casper Blume.
Captain John Sailer.
Captain George K. Speed.
First Lieutenant William Shriver.
First Lieutenant William H. McKinney.
Second Lieutenant Thomas Hoffman.
Second Lieutenant Rodolph Curtis.

NON-COMMISSIONED OFFICERS.

First Lieutenant George Rothchild.
Sergeant Jacob J. Septig.
Sergeant Philip Allicurgr.
Sergeant Constantine John.
Sergeant Charles Gossville.
Sergeant Leonhard Reider.

Sergeant Henry Dadrach.
 Sergeant Henry Fichtelmann.
 Sergeant Philip Gutz.
 Sergeant John M. Kerk.
 Corporal Otto Schneider.
 Corporal Henry Schneider.
 Corporal Herman Miers.
 Corporal Joseph Leach.
 Corporal Joseph Sommer.
 Corporal Philip Dill.
 Bugler Philip Walter.
 Farrier John May.
 Farrier Jesse Stockmeyer.
 Saddler Michael Buchard.
 Wagoner Joseph Hargatz.

PRIVATES.

Peter Bellner, Mathias Bellner, John Breuer, Henry Blumel, Frederick Erde, John Greenlick, John Koll, Henry Manschler, Louis Oppenheimer, Bernhard Schneider, Casper Seiden, Carl Sester, Peter Hook, Timothy Koller, Martin Luty, Jacob Morell, Charles Meyer, Vincenz Scholmer, Jacob Schmidt, Augustus Steel, Christopher Pauer, Robert Breckheimer, Peter Austgen, Philip Lum, Charles Luther, John Fritsch, Carl Reider, George Auger, Peter Andy, Andrew Banks, Peter Detroy, Bernhard Bok, Adam Lang, Paul Dobyen, Henry Shaver, John Smith, Ignatz Ruten.

COMPANY H.

COMMISSIONED OFFICERS.

Captain Patrick W. McGowan.
 Captain John F. Weston.
 First Lieutenant Isaac Burch.
 First Lieutenant Lewis Ryan.
 Second Lieutenant John Burke.

NON-COMMISSIONED OFFICERS.

Sergeant Charles Dupre.
 Sergeant James O'Connell.
 Sergeant John Murry.
 Sergeant William McKinney.
 Sergeant Isaac Miller.
 Sergeant Felix Dupree.
 Sergeant Dennis McCarty.
 Sergeant John Hagerty.
 Corporal Peter McKnab.
 Corporal John Ranan.
 Corporal Ludlow Wilson.
 Corporal John Shehee.
 Corporal William Burke.
 Corporal John Burke.
 Corporal William Neish.
 Corporal Alfred Norton.
 Bugler John Duchenne.
 Farrier William Leach.
 Farrier John Kane.

PRIVATES.

Edward Booth, Thomas Barbour, Patrick Collins, John Fogart, Daniel Fisher, Thomas Hyens, Thomas Haffer, James Kennedy, Thomas Lovell, Frank McManis, Dennis Means, John O'Sullivan, Charles Quinn, Patrick Russell, John Sheridan, James Sumate, James Whaler, Arthur Whaler, Frederick Zimmerman, Patrick Kelly, Patrick McKeary, James McKeary, John Carr, Maria Detroy, John Dunnivan, Patrick Dewey, James Reese, Adam Kemple, Patrick McDonough, James Quinn, Frederick Steane, Mike

Callahan, John Downey, John Dunson, Samuel Dry, Thomas Fehan, John Gannon, Patrick Gagerty, Edward Hogan, Hugh Keys, Joseph Millett, John McMakin, Daniel Mailliff, James Mur, John Mannion, Lawrence McGidern, William O'Hern, James O'Conner, John Powers, Patrick Quinn, James Reese, John Riley, Martin Shell, Patrick Turney, John Wyman.

FOURTH KENTUCKY VETERAN CAVALRY.

This regiment veteranized at Rossville, Georgia, in January, 1864, and was then furloughed for thirty days, at the expiration of which time it rendezvoused at Lexington, Kentucky, and was immediately ordered to Nashville, and thence on foot to Chattanooga, where it was mounted and encamped in Wauhatchie Valley. Here it remained for some weeks, scouting through that country for hundreds of miles around. In June, 1864, under command of Major Bacon, it formed part of the expedition under General Watkins to Lafayette, Georgia. Whilst there the regiment was attacked by a greatly superior force, and was, with a part of the Sixth Kentucky cavalry, cut off from the balance of the command. Being hard pressed by the enemy, it fell back, and occupying the court-house, held it against repeated and furious attacks of the enemy from 4 o'clock A. M. to 3 P. M., when the attacking force withdrew, leaving over one hundred killed and wounded on the field, besides a much larger number of prisoners captured from them while on their retreat. From Lafayette the regiment marched to Calhoun, Georgia, scouting through the country, and constantly skirmishing with Wheeler's rebel cavalry, and thence to Resaca, Georgia, constituting part of the small garrison which held that place against Hood's army for three days after he had flanked Sherman at Atlanta. Here the regiment, under Colonel Cooper, was repeatedly complimented by the commanding general. A part of the regiment, under Major Weston, made a successful charge on a rebel fort, causing the enemy to retire.

It marched in advance of Sherman's army to Gadsden, Alabama, driving the enemy's rear-guard the entire distance. It then came via Chattanooga and Nashville to Louisville; was there remounted, and proceeded to Hopkinsville, driving Lyon's command out of the State, when it went to Nashville. After the battle of Nashville it marched to Waterloo, Alabama; thence to Eastport, Mississippi; thence to Chickasaw, Alabama. After recruiting both men and horses

at this place for some weeks, the regiment joined General Wilson's command, and was with him during his famous march through Alabama and Georgia. It drove the enemy out of Montgomery, and held that city for two hours before any other troops arrived; thence marching via Macon and Albany, Georgia, to Tallahassee, Florida, it was finally mustered out at this last-named place August 21, 1865.

It participated in the following engagements, in which loss was sustained, viz: Lafayette and Calhoun, Georgia; Laveigne, Franklin, and Campbellsville, Tennessee; Russellville, Randolph, Scottsville, Centreville, Selma, Tuskegee, and Montgomery, Alabama, and at Columbus, Georgia.

FIELD AND STAFF.

Lieutenant Colonel Llewellyn Gwynne.
Major John F. Weston.
Sergeant Major Philip Guetig.
Sergeant Major William H. McKinney.
Sergeant Major William Foster.
Quartermaster Sergeant Ryland K. Shuck.
Commissary Sergeant James E. Phillips.
Commissary Sergeant James W. Looney.
Veterinary Surgeon John K. Adams.
Hospital Steward William M. Edwards.
Quartermaster Sergeant Alexander McCall.
Commissary Sergeant Gibson Tate.
Saddler James S. Dykes.
Bugler Frank Brinkman.

COMPANY A.

COMMISSIONED OFFICERS.

Captain Ryland K. Shuck.
First Lieutenant W. J. Hunter.
First Lieutenant James W. Looney.

COMMISSIONED OFFICERS.

First Sergeant William Sexton.
Sergeant John W. Burrows.
Sergeant Elzey Kennedy.
Sergeant Nathan K. Gross.
Sergeant Joseph Dawkins.
Sergeant James Albertson.
Corporal Dominick Gross.
Corporal Marion King.
Corporal Jacob Wilkins.
Corporal John P. Ashby.
Corporal William Stephenson.
Farrier Logan Jeffries.
Bugler Frank Brinkman.

PRIVATES.

Thomas Bassil, Alexander T. Bolin, John Butts, David Collins, James Cooden, Thomas E. Crumbaugh, Joshua Devore, Joseph Fehr, Thomas Figg, Joseph C. D. Gill, Eli D. Gardner, George Groves, William N. Goldsmith, Joseph Hann, Richard Hall, William Jones, Joseph King, Michael King, Benjamin Kelly, Thomas McManus, William Oglesby, Thomas O'Brien, Joseph P. P. P., Robert W. Reed, Lafayette Collins, William Edwards, John Riker, John Arteburn, William H. Brown.

COMPANY B.

COMMISSIONED OFFICERS.

Captain Adam Rodgers.
First Lieutenant Al. D. Hynes.
First Lieutenant James E. Phillips.

NON-COMMISSIONED OFFICERS.

First Sergeant David T. Paxon.
Sergeant George Schneider.
Sergeants Charles Lanthart.
Sergeant John H. Babel.
Sergeant Barney Kotter.
Sergeant Henry Smith.
Sergeant Charles P. Clinton.
Sergeant Gibson Tate.
Corporal Joseph Marshall.
Corporal John Schauer.
Corporal Frederick Black.
Corporal Jacob Fix.
Corporal John Weakley.
Corporal Charles Ackers.
Corporal David R. Fenton.
Corporal Nicholas Bender.
Bugler Gottlieb F. Bauer.
Bugler Marcus Seinoth.
Saddler Conrad Bader.

PRIVATES.

Henry Algier, William Allsmiller, Henry Doerr, Joseph Eckbert, John B. Hoertz, William Just, Frederick Ludwick, John Ludwick, Mason Parson, John Ruth, Xavier Schindler, Frank Stier, Albert Sonderselt, Andrew Small, Louis Upper, John Zolt, Joseph Borrell, August Baker, Frederick Bassa, Albert Halwax, James Lanson, Freeling Namick, Thomas Phillips, Thomas Stewart, Theodore Acken, Sebastian Fantner, Philip Ross, John Shultz, John Zimmer, Henry Lehman, Mathew Miller, David H. Taylor, George Weatherstein, Jacob Walter.

COMPANY C.

COMMISSIONED OFFICERS.

Captain John M. Bacon.
Captain William J. Hunter.
First Lieutenant Squire S. Robards.

NON-COMMISSIONED OFFICERS.

First Sergeant Franklin E. Robards.
First Sergeant George A. St. John.
Quartermaster Sergeant George Kipp.
Sergeant John Ford.
Sergeant William Stitzel.
Sergeant John K. Adams.
Corporal James Howard.
Corporal John Schur.
Corporal Thomas Couch.
Farrier George Chastain.
Farrier John Metz.
Saddler James S. Dikes.

PRIVATES.

Frederick Butcher, James Chapman, Francis M. Casteel, Henry Delany, Charles Gorman, Andy Gross, Daniel Heaver, Daniel Ham, Anthony Ham, Patrick Kennedy, Joseph Kipp, John Mayer, Henry Mayer, Johnson McConkey, Julian L. Moraldo, Lawrence Morgan, George W. Orr, Benjamin T. Sowards, Frank J. St. John, Cornelius Sullivan, Josiah Tron, Lewis W. Woodall, David Gorden, Nicholas Kirsch, William Sourl.

COMPANY D.

COMMISSIONED OFFICERS.

Captain William J. Barnett,
 Captain John B. Lee
 First Lieutenant William Foster.
 Second Lieutenant John P. Brown

NON-COMMISSIONED OFFICERS.

First Sergeant Francis V. Stevens.
 First Sergeant William W. Chaffin.
 Sergeant Washington Reynolds.
 Sergeant Patrick W. F.
 Sergeant William G. Archer.
 Sergeant Philip L. Chappell.
 Sergeant William Stullen.
 Sergeant William Smith.
 Sergeant James W. Looney.
 Corporal Hercules Roney.
 Corporal William Atcher.
 Corporal Edward Atcher.
 Corporal Jesse Brimer.
 Corporal James S. Goldsmith.
 Bugler Laurence Davison.
 Saddler Franklin Colling.
 Farrier John T. Yeager.

PRIVATES.

Philip Birman, William L. Bunnell, Levi Brechtlinger,
 Samuel Foster, William Graham, Harrison Joyce, Andrew
 Lawrence, John Morger, William Metcalf, Christopher C.
 Martin, Jacob McIntosh, Alexander Oliver, John Rardon,
 Jerry Stewart, David Shoptaw, Michael Sago, Perry Snellen,
 William Todd, John Westfall, George Zehrauer, Isaac Douglas,
 John James, John Reed, John C. Sherwood, William
 M. Edwards, William Foster, Robert Fleming, Peter Glassman,
 George Haddox, Philip Kressell, Gideon J. Westfall

COMPANY E.

COMMISSIONED OFFICERS.

Captain James O'Donnell.
 First Lieutenant Max Cohen.
 Second Lieutenant Henry G. Walter.

NON-COMMISSIONED OFFICERS.

First Sergeant Ambrose Curry.
 Sergeant Henry Stoltz.
 Corporal John Adam D. Knapp.
 Corporal Henry Dersman.
 Corporal John Frank.
 Farrier Conrad Weber.
 Bugler Jacob Gross.
 Saddler Frank Bluebard.

PRIVATES.

John H. Ash, David Engel, Henry Footh, Jacob Kantz,
 Conrad Mueller, Adam Schneider, Martin Senn, Christian
 Sanner, Henry Traut, John Wassmer, Frank Andy, Moses
 Birig, Peter Reegenant, John Stroop, John Spigel, Adam,
 Loosmann, Julius Huettell, Henry Schach.

COMPANY F.

COMMISSIONED OFFICERS.

Captain Basil N. H. H.
 Captain Spencer Cooper.
 First Lieutenant Thomas P. Hornor.
 First Lieutenant William G. Mott.

NON-COMMISSIONED OFFICERS.

First Sergeant Daniel L. Williams.
 Sergeant Thomas Merideth.
 Sergeant Martin V. Willhelm.
 Sergeant Charles H. Soule.
 Sergeant Elwood Reeves.
 Corporal Joseph W. Thomas.
 Corporal Bradley Sander.
 Farrier Ed. H. Cummingore.
 Bugler George W. Grimes.

PRIVATES.

Robert B. Boswick, John M. Paster, Mathew Bonum,
 Henry Casey, Hugh Grey, John Heffron, John C. Langly,
 James C. Parris, Thomas Sheehan, Bryan H. Tharp, John
 Womack, John Willhelm, John Cain, Henry Lewis, Peter
 Meridith, David O'Connell, Thomas G. York, Amos Arnold,
 Lewis Carroll, Mark Gaither.

COMPANY G.

COMMISSIONED OFFICERS.

Captain George K. Speed.
 First Lieutenant William H. McKinney.
 First Lieutenant John N. Kirch.
 Second Lieutenant Rudolph Curtis.

NON-COMMISSIONED OFFICERS.

First Sergeant Henry Fichteman.
 Sergeant George Rothchild.
 Sergeant Philip Guectig.
 Corporal Peter Andy.
 Wagoner Joseph Herzog.
 Bugler Jacob Graf.

PRIVATES.

Andrew Banks, John Byer, Peter Detroit, Bernard Eck,
 Adam Lang, Ignartz Reiter, William Schreiber, John Smith,
 George Auger, Henry Scherer, John Binning, Henry Blume,
 Mathias Bellner, Frederick Erde, John Fritch, John Koll,
 Carl Sester.

COMPANY H.

COMMISSIONED OFFICERS.

Captain John F. Weston.
 Captain Charles H. Soule.
 First Lieutenant Lewis Ryan.
 First Lieutenant Dennis McCarty.
 Second Lieutenant John Burke.

NON-COMMISSIONED OFFICERS.

First Sergeant Laurence McGivern.
 Sergeant John Hagerty.
 Sergeant John Burke.
 Sergeant Felix Dupree.
 Corporal Daniel Mailiff.
 Corporal William Niesch.
 Corporal John Kennan.
 Corporal Albert Newton.
 Farrier Adam Kembal.

PRIVATES.

William Burke, Michael Callahan, John Cline, John Dou-
 ney, John Dunning, Daniel Fisher, Patrick Gagerty, Edward
 Hogan, John Kane, Hugh Keyns, Joseph Milot, John Mc-
 Makin, John Powers, Patrick Quinn, James Reese, Martin
 Shell, Patrick Tierney, Samuel Wray, Thomas Feehan,
 James O'Connors, William O'Herran, John Reily, John
 Wienman, John O'Neil, Thomas Darbour, Thomas Lavell.

COMPANY I.

COMMISSIONED OFFICERS.

Captain John W. Lewis.
 Captain Funnell H. Bishop.
 First Lieutenant David Wolff.
 First Lieutenant William Harper.
 Second Lieutenant Frederick G. Ulrich.

NON-COMMISSIONED OFFICERS

First Sergeant Timothy Kelly.
 Sergeant John Allen.
 Sergeant George White.
 Sergeant Thomas Lynn.
 Sergeant Alexander McCall.
 Sergeant James McDonald.
 Corporal Robert Good.

PRIVATES.

Robert Allen, Eden R. Boyles, Charles Cites, Michael Curry, Michael Cronin, Edward Donahoe, John Frederick, Andrew Ferrell, Patrick Feagan, J. Holerin, Joseph Holt, Martin Lavel, Philip Mohr, Emmiel Miller, David Macon, James Murry, George W. Neil, George W. Rieter, William Richie, Michael Rigney, Patrick Riley, Peter Ricce, Patrick Shay, John Sparks, David Shields, Daniel Stanford, Charles Sile, Charles Ulrich, Michael Wilett, William Watson, Jacob Young, W. H. Carson, Samuel Davidson, Patrick Heden, William Harris, Jacob Jetter, Henry Krieder, James Molbry, Michael Shay, Randolph Walters, Patrick Welch, John Dunn, Peter McCormick, John Pigott, James Renolds, James Wilson, Thomas Ford, Edward D. Hines, Robert Heglin, Richard H. Hahway, John W. Jacobs, James Pevan, Frederick Steven, Steven Wick, Henry Wagner.

COMPANY K.

COMMISSIONED OFFICERS

First Lieutenant George Koch.
 First Lieutenant Funnell H. Bishop.
 First Lieutenant William W. Chalfin.
 Second Lieutenant J. W. Faust.

NON-COMMISSIONED OFFICERS.

Sergeant John Blake.
 Sergeant Jacob Gerlock.
 Sergeant Jacob Stiener.

PRIVATES.

David Blake, Horace Donahue, John E. Gosnel, Peter Gerhart, Amos Gulie, John Geriting, Lewis Knuckles, John Longfield, Michael O'Marron, Morris Oxley, William A. Smith, Charles Steir, John Tharp, Jacob Dearshuck, Thomas J. Head, Ernst Krotzsky.

COMPANY L.

COMMISSIONED OFFICERS.

Captain William E. Brown.
 First Lieutenant James Albertson.
 Second Lieutenant Robert A. Edwards.

NON-COMMISSIONED OFFICERS.

First Sergeant James A. Henses.
 Sergeant Robert A. Coffey.
 Sergeant John T. Adair.
 Sergeant John Hurt.
 Sergeant James S. Woods.
 Sergeant Harrison L. Howell.
 Sergeant Evander M. Davis.
 Sergeant William Odenn.

Sergeant Frank T. Self.
 Sergeant John B. Rodgerman.
 Corporal James Ammerman.
 Corporal Melvin P. Self.
 Corporal Elisha Anderson.
 Corporal Boxter S. Russell.
 Corporal John Thomas.
 Corporal Henry Shoemaker.
 Corporal Theodore Shonfeldt.

PRIVATES.

James W. Adair, Andrew Briggs, James Baker, George W. Bullock, Francis M. Bullock, William Boggs, Hezekiah Bason, Benjamin Copes, Jackson Gray, Eppie M. Canup, William R. Coffey, James M. Coffey, James M. Cash, James M. Carbs, David D. Duncan, John Duncan, David Draper, Joseph Gallener, William Harris, Burrill Harris, George J. Henlings, Robert G. Hodge, Nobly H. Harris, Nicholas Hoy, George Henson, James B. Hardin, John W. Jones, Theodore Kehren, William Kallahar, George F. Louder, John Long, John P. Lyng, Thomas J. Langly, James S. Maohn, William McGuire, Squire Mardis, Christopher Phaender, Evander M. Paine, John W. Radcliffe, William Smith, Benjamin Stubberfield, Caleb Serber, Frank Trapp, Henry Utters, William Underwood, Burton W. Williams, George Yager, Francis M. Canup, John Byer, Lepposon A. Dye, Conrad Deitz, Edward Hays, Amos Landman, Michael McCann, Andrew J. Hammone, John H. Ralston, Washington M. Stewart, Rolla H. Vauter.

In alphabetical list of officers, but not in company rolls:

Captain Nelson B. Church.
 Second Lieutenant J. W. Faust.
 Assistant Surgeon David P. Middleton.

FIFTH KENTUCKY CAVALRY.

The Fifth was organized at Camp Sandidge, Gallatin, Tennessee, under Colonel David R. Haggard, and mustered into the service March 31, 1862, by Major W. H. Sidell, United States mustering officer. It was raised in the southern portion of Kentucky, and was composed of those sturdy yeomanry who have always been distinguished for their patriotism and the love of justice and liberty. During the organization they labored under many disadvantages, owing to the frequent invasions of the enemy into the district where it was recruited. It was mustered into service with seven hundred and eighty-nine men, and was placed upon duty during the active campaigns of General Buell, and participated in all the early engagements in Tennessee, and by their soldierly conduct won the esteem of the commanding general. The regiment participated in the following battles and skirmishes in which losses are reported, viz: Burksville, Kentucky; Gallatin, Tennessee; Monroe's Cross Roads, North Carolina; Louisville, Georgia; Adairville, Georgia; Millen's Grove, Georgia; Sweden's

Cove, Tennessee, and Sweetwater, Georgia. It was mustered out at Louisville, May 3, 1865. The veterans and recruits were ordered to be transferred to the Third Kentucky Veteran Cavalry.

FIELD AND STAFF.

Colonel Oliver L. Babbson.
Lieutenant Colonel Isaac Scott
Major James L. Whitten
Surgeon Hugh Mulholland.
Surgeon Winham Forester.
Commissary Patrick M. Conly.
Hospital Steward William A. Derrington.

COMPANY A.

COMMISSIONED OFFICERS.

First Lieutenant James V. Conrad

COMPANY C.

PRIVATES.

William T. Vagle, James W. Hamman

COMPANY D.

COMMISSIONED OFFICERS.

Second Lieutenant Edward Davis

NON-COMMISSIONED OFFICERS.

Corporal Bethel A. Buck.

PRIVATES.

John Ramin, James T. Buck, John J. Chilson, Philip Dally, William R. Tull.

COMPANY E.

Private John J. Burger.

COMPANY F.

PRIVATES.

David Willan, William L. Avery, William Burk, John P. Bunch.

COMPANY H.

Private Henry W. Smith.

COMPANY I.

Private John Irvine.

COMPANY K.

Private James R. Himes.

COMPANY L.

COMMISSIONED OFFICERS.

Captain Christopher C. Hare
First Lieutenant Ames M. Griffin
Second Lieutenant James R. Farmer.

NON-COMMISSIONED OFFICERS.

First Sergeant Hiram Kraman.
Sergeant John Shotwell
Sergeant John Young.
Sergeant Simon P. Atkinson
Sergeant Frederick Swartz
Sergeant Frederick Hunter
Sergeant Nathan Morrow.
Sergeant Samuel T. Sills.
Corporal Thomas Branch.
Corporal John Murphy.

Corporal Frederick Eisenminger.
Corporal John W. Ratliff.
Corporal Cornelius O'Neal.
Corporal Jesse Beene.
Corporal Rufus R. Foster.
Corporal William Bryant.
Corporal Thomas Swift.
Musician John Watson.
Farrier G. L. Enil Sherer.
Farrier John Borne.
Wagoner John Casey.

PRIVATES.

James K. Bryant, William Bonum, Nathan Carlisle, Jonathan Chesser, William Chaddic, Thomas Caine, Robert Doyle, Silas Elgy, William B. Foster, Henry Felker, George Fisher, John G. Gray, John Gass, William J. Humble, Andy Hamlet, Philip Hurt, William Hastings, George W. Johnson, John Johnson, Philip Jordan, George W. Jackson, Jacob Kizer, John Landra, James Murphy, Henry Michael, Isaac Moore, James McKeig, William Merifield, George Nicce, Frederick Nicely, Augustus Odcell, William Purzell, James Platt, Absalom Rose, Mike Sullivan, William Stross, Joseph Streetmatter, George W. Turner, Charles J. Travis, James T. Travis, John Troutman, W. H. H. Vails, Garrett Vores, James Welch.

On alphabetical list, but not on company roll:

FIELD AND STAFF.

Major and Brevet-Lieutenant-Colonel Charles A. Gill.

COMMISSIONED OFFICERS.

Captain Samuel G. Gill.
Assistant Surgeon Charles H. Stocking.

SIXTH KENTUCKY CAVALRY.

The First battalion of the Sixth Kentucky cavalry was organized at Camp Irvine, Jefferson county, under Major Reuben Munday, and was mustered into the United States service December 23, 1861, by Major W. H. Sidell. This battalion comprised five companies, and was commanded by Major Munday until August, 1862, when companies F, G, H, I, K, L, and M were recruited and the consolidation effected. Previous to the consolidation the First battalion was assigned to General George W. Morgan's division, and did important service with that command in obtaining and occupying Cumberland Gap. Being the only organized cavalry in the division, the duties assigned it were arduous and of great importance. When the Gap was evacuated in 1862 by General Morgan, this battalion formed the advance or covered the rear, as occasion demanded, through Eastern Kentucky to the Ohio river, contending with the enemy every day. When the consolidation was effected, Colonel D. J. Hallisy was commissioned colonel, and the regiment assigned to the cavalry division of the Army of the Cumberland, and by its

efficiency and discipline and gallantry won distinction in every engagement. It is to be regretted that the officers of this command failed to furnish a full history of all its operations, as it is justly entitled to a reputation among the first for bravery, discipline, and dash in the Western army. The regiment was engaged in the following battles in which loss was sustained, viz: Tazewell, Tennessee; Cumberland Gap, Powell River, Tennessee; Perryville, Kentucky; Cowan's Station, Tennessee; Lipsey Swamp, Alabama, and the early battles fought by Generals Buell and Rosecrans in Tennessee.

FIELD AND STAFF.

Assistant Surgeon Charles B. Chapman.

Chaplain Milton C. Clark.

Regimental Quartermaster George Sambrook.

Adjutant William A. Stunpe.

COMPANY E.

COMMISSIONED OFFICERS.

Second Lieutenant Henry Tachna.

COMPANY F.

COMMISSIONED OFFICERS.

Second Lieutenant Daniel Cheatham.

COMPANY H.

COMMISSIONED OFFICERS.

First Lieutenant William Murphy.

COMPANY I.

COMMISSIONED OFFICERS.

First Lieutenant Samuel W. Crandell.

Second Lieutenant James G. McAdams.

NON-COMMISSIONED OFFICERS.

First Sergeant Jefferson Smith.

Sergeant William L. Crandell.

Sergeant Benjamin F. Mann.

Sergeant James Lander.

Sergeant Hiram Cure.

Sergeant Henry Johnson.

Sergeant William T. Druin.

Sergeant Joseph Rice.

Sergeant James T. Hall.

Sergeant David M. Williamson.

Corporal George W. Tucker.

Corporal Joel C. Lusk.

Corporal Thomas T. Cook.

Corporal David G. Buster.

Corporal Charles W. Poor.

Corporal John H. Meanely.

Corporal James W. Houk.

Corporal John C. Hendrickson.

Corporal Charles R. Moary.

Corporal Williamson Spiers.

Corporal Isham Lander.

Wagoner Burwell J. Kingston.

Wagoner Chalen Underwood.

Wagoner Alfred Burrus.

Farrier William H. Johnson.

Farrier Nathan Warren.

Saddler William Cox.

PRIVATES.

Berry Cox, Nathan Cox, Washington M. Heron, Henry T. Huddleston, Garner Johnson, John H. Knapp, John Mares, John A. Mann, Richard F. Nunn, Joel Noel, Abraham Rodes, John Shipp, Richard T. Woodhidge, James E. Williamson, James W. McDaniel, John Adams, William J. Baght, Weldon Huddleston, Robert Herron, Pierce Kenedo, John R. Lawrence, Jesse Morris, John F. Williams, Zachariah Williamson, Richard Williams, Johnson Watson, Alfred J. White, Jacob Cox, Michael Conner, Albert Feather, Henderson Garar, James L. Grinstead, Abraham Jones, Stephen Jones, James Parker, Joseph Slinker, John Tucker, Franklin Baldwin, Squire M. Cox, John Dabny, George Dabny, Elijah B. Herron, John Hanrahan, Joseph W. McDaniel, John T. Minor, Francis M. McDaniel, Thomas Shipp, William Wooley, Daniel B. Woolridge, James H. Williams, Samuel Brown, James Carlile, John Cox, Andy B. Cox, Benjamin Dabny, Charles Dawson, Henry H. Geddis, James Monroe.

COMPANY L.

COMMISSIONED OFFICERS.

Captain Otto Ernst.

First Lieutenant Charles A. Archer.

NON-COMMISSIONED OFFICERS.

First Sergeant Henry G. Klink.

Sergeant John G. Tucker.

Sergeant John R. Fields.

Sergeant Louis Meier.

Sergeant Stephen S. Dooley.

Sergeant Stephen Risse.

Sergeant Joseph Simms.

Sergeant Isham D. Scott.

Sergeant William Hill.

Sergeant William Wheat.

Corporal William B. Crump.

Corporal John M. Roe.

Corporal Jacob Logsdon.

Corporal Joshua B. McCobbins.

Corporal David A. Chapman.

Corporal William E. Bybee.

Corporal Frederick Reusse.

Corporal Robert A. Miller.

Corporal Preston B. Roe.

Corporal William T. Coomer.

Corporal William C. Fox.

Corporal Ezekiel Witty.

Farrier John S. McFarling.

Farrier John W. Woods.

Saddler Thomas McDonald.

Wagoner David Singleton.

PRIVATES.

John Beck, Charles Bender, William H. Burge, John Clopton, Benjamin P. Dawson, Christopher C. Freshe, Robert A. Gibson, William D. Graves, Charles Hohman, Burrell T. Hurt, Magnes Iestnedt, Jacob M. Long, Isaac A. Oliver, James C. Page, William H. Furkins, Berry Reed, Ezekiel Roe, George A. Roe, Lorenze Solutzinger, Joseph R. Shipp, Francis Watt, Eben Shaw, William Tolbert, William H. Collins, Gustavus Hurst, John D. Mosby, John Meninger, Alexander Talbert, William K. Withrow, John C. Hammonree, Chester Murphy, Anton Blattler, Frederick

Base, George C. Coomer, George W. Dubois, Thasiah C. Everett, James Highland, John Johnson, James B. Loyall, Isam T. Withrow, James D. Ward, Henry C. Allen, Th. Babbitt, Thomas J. Brown, John M. Brown, Joseph N. Byram, John Finkle, George Isaac, Nelson Bacon, William H. Brown, James Coomer, John C. Delf, John Gibson, John M. Gibson, Bushrod B. Ritter, Isaac W. Roe, John T. Russell, Philip L. Hammett, James E. Welsh, John T. Wheat, Henry M. Wheat, Richard H. Kessler.

COMPANY M.

COMMISSIONED OFFICERS.

Captain Robert H. Brantinger.
First Lieutenant George Williams.
Second Lieutenant George W. Richardson.
Second Lieutenant John Fowler.

NON-COMMISSIONED OFFICERS.

First Sergeant Jonathan McKelvey.
Sergeant Frank Gnu.
Sergeant John J. Huff.
Sergeant George M. Kepple.
Sergeant Charles A. Fishback.
Sergeant William T. Tayne.
Sergeant William A. Taylor.
Sergeant John Cook.
Sergeant Pharaoh C. Everett.
Sergeant William R. Campbell.
Sergeant Martin A. Jeglie.
Corporal James Brown.
Corporal Owen McGee.
Corporal John Pickett.
Corporal Preston Noland.
Corporal Samuel E. Fox.
Corporal William Bettis.
Corporal Adolph Hines.
Corporal James W. Reed.
Corporal William A. Russell.
Wagoner Richard L. Dillingham.
Wagoner Lawrence McTaggart.
Farrier Michael Melvin.
Farrier Benjamin Few.
Farrier George Walden.
Bugler Samuel M. Woolsey.
Bugler Richard Baner.
Saddler Martin V. Shuman.
Saddler Henry A. Loyd.
Saddler Charles Simmersback.

PRIVATES.

William Allshite, Charles E. Abbey, Elim H. Botton, Nathan Culp, Charles R. Crouch, Patrick Carstillo, Isaac W. Carpe, Daniel Huntsinger, George W. Hardin, Jacob Hentzleman, James W. Hendricks, Joseph K. Hodoovay, Smith Hitchcock, Jonathan James, Solomon Klut, William Lush, Peter Meng, William Maher, Daniel McCauley, Gabriel Randolph, Joseph Rhinehart, William Swall, Isaac Smith, Charles Sawney, Nelson Taylor, George Walker, Angels Easum, Richard Miller, John Meek, John S. Perkins, Albert Vicken, William R. Wilson, William C. Rogers, Charles Ackerman, Wesley Anderson, Jacob Buck, Edward Beck, William Derringer, Benjamin Bevin, James Farnham, Frank Findell, Joseph M. Hester, John Hunsy, John Haug, Joseph Hogg, Willis W. Hale, George Jefferson, James Kessler, James Meeks, James J. Matthews, James McGee, David McCann, Aaron W. Pickett, Peter Reeves, George R. Ridgeway, Washington D. Slater, Wallace Sevunse, Burton R.

Tucker, John Edworthy, Jacob Garrett, Lewis Hartman, Edward Hall, Thomas Knapp, John Spereful, Andrew J. Stuart, Samuel Turner, John A. Seidman, James Downey, Mathew Lindsay, Peter McBride, William B. Schardine.

SIXTH KENTUCKY VETERAN CAVALRY.

The Sixth Kentucky cavalry veteranized in January, 1864, at Rossville, Georgia, and returned to Kentucky on the furlough of thirty days allowed by the War department, at the expiration of which it returned to Chattanooga, Tennessee, and was assigned to the Third brigade, First division, commanded by General L. D. Watkins. From Chattanooga it marched to Wauhatchie, Tennessee, and remained near two months, and then marched to Lafayette, Georgia; thence to Calhoun, Georgia, and Resaca. From Resaca marched with the advance of General Sherman, by way of Dalton and Snake Creek Gap, to Gadsden, Alabama, where, the horses giving out, the regiment returned to Louisville, Kentucky, to be remounted. From Louisville, after being remounted and equipped, it was ordered to Nashville, Tennessee, and participated in the pursuit of General Lyon through Kentucky; after which it marched to Waterloo, Alabama, at which point, the cavalry being reorganized, this regiment was assigned to General Croxton's First division of General Wilson's corps, and marched to Chickasaw, Alabama; from there marched with General Wilson through Alabama. Leaving the main command at Montevallo, the Sixth proceeded to Tuscaloosa, where it met the enemy in force, and was engaged in a severe battle. From Tuscaloosa it marched by way of Newnan to Macon, Georgia, rejoining the main command of General Wilson. From Macon it marched to Louisville, Kentucky, where it was mustered out on the 6th day of September, 1865, having participated in the following battles, viz: Lafayette, Resaca, Snake Creek Gap, Georgia; King's Hill, Tuscaloosa, Alabama; Nashville, Tennessee; Summerville, Georgia, and Hopkinsville, Kentucky.

In alphabetical list, but not on rolls:

Regimental Commissary Joseph Hogg.

SEVENTH KENTUCKY CAVALRY.

COMMISSIONED OFFICER.

Captain Charles L. Schweizer ("declined accepting").

EIGHTH KENTUCKY CAVALRY.

FIELD AND STAFF.

Colonel Benjamin H. Bristow.

PRIVATE.

William W. Loy.

NINTH KENTUCKY CAVALRY.

The following statement of the condition, strength, and operations of the Ninth Kentucky Volunteer cavalry, since its organization, to the 11th of September, 1863, is taken from the regimental records, and from other authentic sources.

This regiment was organized at Eminence, under Colonel Richard T. Jacob, and mustered into service on the 22d day of August, 1862, by Major L. Sitgraves. After it was mustered-in it marched to Crab Orchard, Kentucky, two companies being detached as a body-guard to General Nelson. These two companies participated in the battle of Richmond, Kentucky, and after that the regiment marched from Lexington to Louisville, covering the retreat of the Federal forces before Kirby Smith. After two weeks' stay at Louisville the regiment marched in advance of Buell's army toward Perryville. At Taylorsville Colonel Jacob was ordered to take one-half of the regiment and march to Shelbyville, with instructions to report to General Sill; Lieutenant-colonel Boyle, with the remainder of the regiment, still remained with General Buell's army and participated in the battle of Perryville. The portion of the regiment under command of Colonel Jacob was assigned to General Kirk's brigade, and marched from Shelbyville to Frankfort. At Clay village the regiment came up with Scott's rebel brigade, and after a severe engagement defeated them, with the loss of a few killed and many prisoners. On the following Monday this portion of the regiment, in advance of General Sill's division, drove Scott's cavalry out of Frankfort and took possession of the city, and were skirmishing with the enemy all the following day.

From Frankfort it marched towards Harrodsburg, and met the enemy in force at Lawrenceburg, where, in a desperate hand-to-hand fight, the enemy was forced from the field. In this engagement Colonel Jacob was severely wounded, and was compelled to relinquish his command to Captain Harney. Four days after this fight the regiment was again united, and, under command of Lieutenant-Colonel Boyle, engaged in the pursuit of Bragg, and after his retreat beyond the Kentucky line the regiment was stationed on

the Tennessee border to protect the State against the frequent incursion of the rebels, and was daily engaged with the enemy, capturing many prisoners. Colonel Jacob rejoined the regiment in December, 1862, and they remained on the border until July, 1863, when they were in the pursuit of Morgan through Kentucky, Indiana, and Ohio, and participated in the fights at Buffington Island and St. George's Creek, Ohio, where Major Rue, with a portion of the Ninth, Eleventh, and Twelfth Kentucky Cavalry captured Morgan the 26th day of July, 1863. The regiment then returned to Eminence, Kentucky. It participated in the following battles and skirmishes, viz: Richmond, Clayvillage, Frankfort, Lawrenceburg, Perryville, Harrodsburg, Horse Shoe Bend, Marrowbone, Kentucky, Buffington Island, and St. George's Creek, Ohio. It was mustered-out at Eminence, Kentucky, September 11, 1863.

FIELD AND STAFF.

Lieutenant-Colonel John Boyle.
Adjutant Frank H. Pope.
Regimental Quartermaster Charles A. Clarke.
Regimental Quartermaster W. Rector Gist.
Regimental Commissary Edwin J. Clark.

COMPANY A.

COMMISSIONED OFFICERS.

First Lieutenant Thomas P. Shanks.
First Lieutenant Frank H. Pope.
Second Lieutenant Alfred C. Morris.

COMPANY C.

Second Lieutenant Edward S. Stewart.
Second Lieutenant John C. Jackson.
Brevet Second Lieutenant C. Harrison Somerville.

NON-COMMISSIONED OFFICERS.

First Sergeant Phineas H. Barrett.
Quartermaster-Sergeant Michael Minton.
Commissary-Sergeant Thomas Case.
Sergeant Henry L. Darling.
Sergeant George Harbeson.
Sergeant Jehiel H. Hart.
Sergeant Thomas B. Duncan.
Sergeant James A. Harbeson.
Corporal Justin M. Nicholson.
Corporal Foster O'Neill.
Corporal Cyrus Thompson.
Corporal Lee Withrow.
Corporal John M. Bean.
Corporal James Carrico.
Corporal Joseph A. Walter.
Corporal James McCarthy.
Farrier George G. Snider.
Farrier Isaac Graham.
Wagoner John G. Wendtield.
Saddler John W. Bradburn.

PRIVATES.

James Adams, James W. Armstrong, William B. Arterburn, Brown Anderson, Eli Bohannon, Robert C. Bradburn, Daniel Bohm, Harvey S. Cutshaw, William Cutshaw, Andrew Carnico, Hiram Elkins, James I. Ephraimer, Martin V. Gote, John W. Gresham, James Gwinnard, John R. Green, Richard F. Green, Emory Hamilton, George W. Ham, Ed. Hilton, John Humphreys, William H. Hildebrand, Marshall Jameson, John Jones, Benjamin G. Kendall.

COMPANY G.

COMMANDER FIELD OFFICER.

Captain John D. Gore.

PRIVATES.

Henry Crutchett, Henry H. Childers, Anderson Doss, Coon Hilt, Samuel Hutchison, James Hibbert, Christian Herzeick, John Johnson, Christian Kremig, James Lynnett, Richard T. Laurence, Daniel Livingston, Stanton Mitchell, Edward Phillips, James C. Pierce, George W. Shepler, Christian Schmitt, John Starr, James Williams, John Welles.

TENTH KENTUCKY CAVALRY.

FIELD AND STAFF.

Colonel Joshua Tevis.

Quartermaster George G. Fetter.

Assistant Surgeon Alfred T. Bennett.

ELEVENTH KENTUCKY CAVALRY.

This regiment was recruited in the fall of 1862. Captain Milton Graham opened a camp at Harrodsburg, and companies A, C, D, and F were recruited from the counties of Mercer, Washington, and Madison, and reported at rendezvous about the 11th of July. On the 22d of July his camp was removed to Frankfort, Kentucky, in consequence of the invasion of the State and the difficulties attending the mustering, arming, and equipping recruits at the former place. On arriving at Frankfort the recruits were ordered to report to Major A. W. Holeman, and during their stay company B was recruited, and from Frankfort marched to Louisville, Kentucky, and encamped at the fair grounds, and were engaged in drilling, recruiting, and picket duty until the 22d of September. While at the fair grounds companies E, G, H, and I were recruited, and the whole command was mustered into the United States service on the 22d day of September, by Captain V. N. Smith. The regiment remained in Louisville during the invasion of Bragg, and, after the reorganization of Buell's army, was assigned to Dumont's division, and marched to Frankfort, where it remained for several weeks scouting. At this point Lieutenant-colonel W. E. Riley was commissioned and assumed command of the regiment, and marched to Bowling Green, and thence to Scottsville,

Kentucky, and Gallatin, Tennessee. At Gallatin the regiment remained several weeks on garrison duty.

On the 25th of December, 1862, reported to General Reynolds and received orders to march to Glasgow, where it remained several weeks, and then returned to Gallatin. From Gallatin the regiment returned to Kentucky, and was constantly engaged in scouting until July, 1863, when it was in the pursuit of Morgan in his raid through Kentucky, Indiana, and Ohio, and was present at the capture of the whole force at Buffington Island, Ohio. Colonel Riley having resigned, Major Graham assumed command of the regiment. From Cincinnati the regiment marched to Nicholasville, and engaged in the pursuit of Scott's rebel cavalry to Somerset, and from there marched with General Burnside upon his East Tennessee campaign, and was in all the engagements incident to that campaign. The regiment was engaged actively with the enemy for several months in the fall of 1865, and sustained heavy losses in killed and prisoners. In an engagement on the 28th of January, 1864, near Sevierville, Tennessee, Major Graham was severely wounded, and Captain Slater assumed command of the regiment, and returned to Knoxville. On the 4th of February the regiment received orders to rendezvous at Mount Sterling, Kentucky. At this point the Third Battalion, which was recruited in the fall of 1863, under command of Major W. O. Boyle, joined the regiment. The regiment, having been remounted and equipped, reported to General Stoneman, and marched for Nashville, Tennessee, and thence to Chattanooga and Atlanta, participating in all the engagements of that campaign. Lieutenant-Colonel Alexander having resigned in August, 1864, Major Graham was promoted Lieutenant-Colonel, and the regiment, having again returned to Kentucky, was engaged in scouting, and succeeded in capturing about one hundred prisoners of Jesse's command near New Liberty, and from there was ordered to Lexington, to prepare for General Burbridge's raid on Virginia.

At Lexington Colonel Holeman resigned, Lieutenant-colonel Graham was commissioned colonel, and Major Boyle Lieutenant-colonel. The regiment was in the first engagement at Saltville, Virginia, and acquitted itself with great

credit. After this raid the regiment returned to Lexington, and, after two or three weeks' rest, was ordered to join General Stoneman in his campaign through East Tennessee and Western Virginia. On this campaign, which was in December, 1864, the regiment suffered terribly, having many officers and men frost-bitten and rendered unfit for service.

The regiment, after the battle at Saltville, returned to Lexington, and was again ordered to join General Stoneman in his campaign through Tennessee, North Carolina, and South Carolina to Atlanta, Georgia, where it was at the time of the surrender of the Confederate army. From there it returned to Louisville, and was mustered out on the 14th of July, 1865, the recruits and veterans being transferred to the Twelfth Kentucky cavalry.

It was engaged in the following-named battles in which loss was sustained, viz: Cassville, Georgia; Dandridge, Tennessee; Dalton, Georgia; Macon, Georgia; Marion, Virginia; Marysville, Tennessee; Philadelphia, Tennessee; Knoxville, Tennessee, and Hillsboro, Georgia.

FIELD AND STATE.

Colonel Alexander W. Holman.
Lieutenant-Colonel Archibald J. Alexander.
Major William O. Boyle.

COMPANY C.

COMMISSIONED OFFICER.

First Lieutenant Charles H. Edwards.

COMPANY E.

COMMISSIONED OFFICERS.

Captain Frederick Slater.
Captain Edward H. Green.
First Lieutenant Robert Q. Terrill.
Second Lieutenant John H. Stone [on alphabetical list, but not on rolls].

NON-COMMISSIONED OFFICERS.

First Sergeant James M. Steele.
First Sergeant Lewis Bankamp.
Quartermaster-Sergeant John Anderson.
Commissary Sergeant Washington Stark.
Commissary Sergeant Caswell Huffman.
Sergeant Lawrence Han.
Sergeant William H. Connell.
Sergeant Dunn R. Stage.
Sergeant Solomon Huffman.
Sergeant James W. Armstrong.
Sergeant James H. Bailey.
Sergeant Isaac N. Thompson.
Sergeant Bartlett Vegler.
Corporal William H. Hensley.
Corporal Surge J. Walker.
Corporal Samuel H. Welber.
Corporal Hugh McHugh.

Corporal William Schwagmier.
Corporal David Witer.
Corporal Christian Seidel.
Corporal Thomas Lamkin.
Corporal Andrew M. Swift.
Corporal Leander Rulde.
Saddler Christopher Ryner.
Farrier Edward Chesworth.
Bugler Henry D. Mallory.

PRIVATES.

Thomas J. Bailey, William Carbaugh, John Cooper, Thomas Carmichael, Robert Dickey, Andrew J. Dalton, John Dempatrik, Rudolph Fisher, Elias C. Graves, Aaron B. Henry, Henry Lincomp, John Love, Josiah C. Powell, Daniel Stewart, Levi P. Trester, George Trester, Frederick Thalke, John Tracey, Henry Ullman, Watstein Witer, Robert J. Bennett, Robert T. Day, George N. A. Gathman, John M. Gatten, Michael Munday, Henry McDonald, Frederick Steinback, Jarah Teaney, James Vahe, John Whiteford, William McMurray, David Powell, William Peck, George White, Jacob Bailey, James Carlin, William Caldwell, Henry Clegg, Henry Dulveber, Robert H. Griffin, Hugh Grieley, Henry Harker, Martin H. Henderson, Thomas Hensley, Franklin Johnson, James Kennedy, Malaka Laftas, Nathan Manning, David Milbourn, Frederick Nutmier, Frederick Natte, John Quade, Joel Roberts, William F. Smith, William Teaney, Frank Tourville, John C. West, Henry Winter.

COMPANY G.

COMMISSIONED OFFICERS.

Captain Joseph Lawson.
First Lieutenant Allen Purdy.
First Lieutenant Joseph M. Willerman.
Brevet Second Lieutenant John H. Skinner.

NON-COMMISSIONED OFFICERS.

Quartermaster Sergeant Tennis W. Wade.
Commissary Sergeant August Wadrecht.
First Sergeant Earnest C. Laurence.
Sergeant Joseph S. Boggs.
Sergeant Robert Taliaferro.
Sergeant Joseph Hannan.
Sergeant Amen H. Motley.
Sergeant George R. Evans.
Sergeant Charles Mortier.
Sergeant William E. Thomas.
Corporal John Morgan.
Corporal William Florah.
Corporal Hugh Ross.
Corporal Patrick Mooney.
Corporal Joel W. Rice.
Farrier George Crocket.
Saddler James R. Jleff.
Bugler Thomas H. Lawson.

PRIVATES.

John Ames, Thomas E. Livezey, Alexander Mulbery, Oran Nutting, Lewis Phelps, Joseph Smith, John Waldro, Edward L. Bradley, Bennett Corte, Joseph Downard, David L. Edward, Sr., George Hacksteadt, Adam Kiger, William J. Laffing, Cornelius McKinney, Jesse Angleton, George W. Codrill, Henry Cotman, William Dufny, Joseph Edwards, John Edwards, William Fuller, Thomas Fuller, George S. Gilmore, Samuel Hollensworth, Henry C. Hill, Stephen Hurt, Alexander James, James W. Lunsford, William J.

Laffling, William McLaughlin, Edward McCann, Shower Nelson, William Phelps, Joseph C. Paine, Conrad Parr, Charles J. Stalker, George W. Seaggs, William T. Spades, James Weatherston, Robert Wattenman, Alexander Wallace, John Baker, Oliver Gibson, George Hudson, James Hicks, George F. Jennings, John Lewis, Charles McCarty, John Seaggs, John Tyrus.

COMPANY H.

COMMISSIONED OFFICERS.

Captain George H. Wheeler.
First Lieutenant Daniel M. Wheeler.
Second Lieutenant George W. Taylor.
Second Lieutenant B. H. Noyes.

NON-COMMISSIONED OFFICERS.

First Sergeant Aylett R. Smith.
Sergeant James W. Staples.
Sergeant Albert T. Smith.
Sergeant James Healin.
Sergeant William A. Bryant.
Sergeant Sanford R. Bryant.
Sergeant William V. Hare.
Sergeant Aylett R. Owens.
Corporal Charles L. Harding.
Corporal John Willis.
Corporal Patkison Bradford.
Corporal Benjamin F. Estep.
Corporal James Smith.
Corporal Albert S. Taylor.
Bugler Alexander Hay.
Saddler Richard Glover.
Farrier John Henry.
Farrier Robert C. Wilson.
Wagoner Daniel H. Wilson.

PRIVATE S.

William J. Allen, Nettie J. Brumfield, John W. Brumfield, Frederick J. Bryant, George Holeman, James W. Mansfield, Patrick Nolin, Joseph J. Ross, George A. Reeves, Andrew J. Webb, William Bowen, Frank Clark, George Housefield, George W. Knizley, W. M. Morris, Robert H. Mullen, Noble Mitchell, Frank Mulholan, Patrick Rynes, Robert T. Smith, George Armstrong, Jesse P. Brumfield, Archibald W. Burriss, Vincent T. Biggerstaff, Robert Baldwin, John H. Bode, William H. Brown, Almon C. Clarke, Peter Connor, David L. Dennis, Charles Dawson, Joseph S. Dodd, Richard W. Dale, Abilom Elkins, Michael Gleason, George Glove, Richard P. Holeman, William L. Howell, Jesse Hall, Francis H. Holliday, William H. Hefflin, Charles C. Hewitt, Harrison Hayden, John Jouse, James A. Kirk, William D. Kidd, James Long, Simeon B. Leach, Marcus M. Lockstone, Henry Miller, John R. Mitchell, David McConol, David Maines, James Molton, Joseph Power, George W. Rudy, Erasmus Rodman, Rodger Rynes, Thomas J. Smith, Joseph Stultz, William Smithers, William C. Spencer, James Sturgeon, John W. Sell, George W. Taylor, Ransom S. Wilshire, George W. Whitchores, Alford M. Weston, George Weitzel, William S. Bard, Frank Bennett, John Bonham, John Baldwin, John Chapinan, Henry Courcer, Wesley O. Carter, Harby Davison, Patrick Eaton, William J. Galt, Thomas G. Lawrence, Christopher C. Miles, Tyre S. Reeves, James A. Self, John J. Swanson, Ernest Tabor, Thomas Shacky, John Wilshire.

In alphabetical list, but not on rolls:

First Lieutenant P. W. Hall.

Second Lieutenant Louis Bergman (transferred to company C, Twelfth Kentucky cavalry).

Captain Robert Karnes (captain company C, also of D, Twelfth Kentucky cavalry).

Major William Mangan (captain Company K, Twelfth Kentucky cavalry).

Captain A. C. Morris.

Captain Thomas B. Strong.

Second Lieutenant Rufus Somerly.

Captain Charles L. Unthank.

TWELFTH KENTUCKY CAVALRY.

FIELD AND LINE.

Major William R. Kinney.

Second Lieutenant John H. Stone.

COMPANY A.

COMMISSIONED OFFICER.

Captain Thomas J. Cherry.

COMPANY D.

COMMISSIONED OFFICER.

First Lieutenant William K. Wallace.

BATTERY A, FIRST KENTUCKY ARTILLERY.

This battery was organized in the month of July, 1861, at Camp Joe Holt, Indiana, by Captain David C. Stone, and was mustered into the United States service on the 27th day of September, 1861, at Camp Muldrough Hill, by Major W. H. Sidell. This battery accompanied General Rousseau from Louisville to Muldrough's Hill early in the fall of 1861, and constituted a part of that gallant band who interposed between Buckner and Louisville. It was assigned to the Department of the Cumberland, and was distinguished for gallantry, discipline, and soldierly bearing, and in the early engagements in Tennessee won the praise of the Department commander. It veteranized at Nashville, Tennessee, in February, 1864. After the defeat of the Confederate forces under General Hood, in December, 1864, the battery was ordered to Texas, where it remained until October, 1865, when, being ordered to Louisville, it was mustered out November 15, 1865.

COMMISSIONED OFFICERS.

Captain David C. Stone.

First Lieutenant John H. Mellen.

First Lieutenant Robert A. Moffet.

First Lieutenant William H. Sinclair.

First Lieutenant John H. Landweher.

Second Lieutenant George W. Clark.

Second Lieutenant William K. Irwin.

Second Lieutenant Frederick R. Sanger.

NON-COMMISSIONED OFFICERS.

First Sergeant John M. Beard.

First Sergeant Upton B. Reaugh.

Quartermaster Sergeant Richard Catter,

Quartermaster Sergeant Albert St. Clair.
 Quartermaster Sergeant Charles McCarty.
 Quartermaster Sergeant John Mendell.
 Quartermaster Sergeant Covington O. West.
 Sergeant John W. Hall.
 Sergeant Deroy Love.
 Sergeant Francis Graham.
 Sergeant John H. Leach.
 Sergeant Joseph H. Browning.
 Sergeant Martin Guiler.
 Sergeant Jacob Keenett.
 Corporal James Hummel.
 Corporal Sebastian Amling.
 Corporal Boler Roney.
 Corporal William Harvey.
 Corporal Eli Loy.
 Corporal Charles Rogers.
 Corporal John Kise.
 Corporal Henry B. Noel.
 Corporal William M. Gray.
 Corporal Charles A. Collins.
 Corporal Richard Junice.
 Corporal Charles H. Scott.
 Corporal Henry F. W. Vaskuhl.
 Corporal Leander B. Lawrence.
 Corporal William Lewis.
 Bugler Samuel A. Ault.
 Artificer John E. Hall.
 Artificer Andrew Thompson.

PRIVATE.

William Allen, William Ball, John D. Barnes, Thomas Barnes, David Burdine, Isaac Bell, William Brister, Frederick Buckholt, Green Breden, Andrew Crohan, George W. Carroll, James M. Curry, Philip Catron, William H. Dooly, John Debourd, Paul L. Denning, John Edbs, Joseph A. Evans, John J. Estes, Joseph Endurlin, Francis M. Fox, Sebastian Grunstein, Lewis Green, Bernard Garry, Cornelius S. Hishop, Lawrence F. Harbs, Stephen A. Harzer, Lafayette Hurt, Thomas Hampton, Henry H. Haggard, Jacob F. Hoover, Frederick Hiltser, Columbus Hays, Michael Isler, William H. Jones, Henry G. Jiles, William Jones, John Johns, Levi King, John Kneasa, Otto Kleinschmidt, John S. Light, Samuel L. Long, Ernest Lambert, Jesse D. Little, David Lanigan, Theodore Morrison, John Miller, Nathan J. Moore, John T. Murray, William Masters, Antoine Muler, William H. Mece, James McCabe, Charles J. Mathews, William Martin, Reuben Payne, Elias Pea, Daniel S. Purdy, Martin Ranch, Warner Richards, John Roberts, John C. M. Redman, Eustachius Reis, John Richardson, Daniel C. Scully, Robert Stewart, James H. Street, Greenup Sparks, Thomas B. Seville, Charles Stephens, John C. Smith, Peter Slathier, Charles Smith, Francis M. Smith, Levi M. Taylor, Samuel M. Thompson, Hugh L. Thompson, Asberry H. Thompson, Patrick Ward, William J. Wren, Benjamin F. Withers, George W. White, Reuben Wooddon, George Woods, William F. Wallace, John W. Warner, Thomas Atkins, George Bancroft, John Beatty, William Bingham, Frank Bainlee, Joseph Brizwalder, Josiah H. Bagby, John M. Burton, Christian Bothman, Peter Boohn, William Boohn, Joseph Backman, Daniel Coackly, Edward M. Clark, Patrick Curran, William H. Chaddock, Pearson Crouch, George Childers, David Collins, John Dismeyer, George Daugherty, William Driscoll, William Dye, Thomas Dick, William Everett, Robert Elmore, George Fells, Patrick Faha, John R. Ford, Philip Flood, Daniel C. Friels, Jefferson L.

Fields, Richard Ghles, Henry H. Gwin, Thomas Harper, Daniel Hild, Moses R. Hancock, Charles Hite, Henry Hayse, Benjamin Holt, John W. Johnson, Lord W. Joyce, Herman Kellebals, William J. Kerr, Jeremiah Lochery, James Lindsey, James V. Logan, George W. McQuigg, John McKenzie, John Moylan, Perry Moore, Patrick McColl, William Matthews, William Manning, Lloyd Morrison, Waller W. Miller, William Mullins, George W. McDonald, John Martin, James B. Nenelly, Marcus D. L. Osburn, Charles R. Oliver, Henry T. Powell, James L. Parrish, John McKinney, William Quinne, William S. Roberts, Maurice E. Reece, Francis B. Reece, Anthony Razor, William R. Razor, John Hulce, Benedict Stubla, Patrick Shanha, Richard A. Spurrer, Thomas Smith, Allen M. Smith, James M. Smith, Howell M. Smith, William C. Smith, George H. Smith, Joseph Sewell, Hillery Sells, William Story, Andrew Sells, William Sterling, George Sparrow, Jesse Seward, Richard Thomas, James Vertrees, Pleasant Walker, Jeremiah Walker, Nathaniel Walker, John A. Wallace, Alfred W. Wright, Moses H. Wilson, William H. Wren, John S. Williams, Alonzo C. Yates, James H. Wallace, Warren Benge, John Coffman, David Dally, David Ford, Samuel Kephart, James Marshall, Frank Miller, William Malcolm, John Norton, Eugene K. Raymon, John Spires, Samuel Schuff, Leroy Whitus, William S. Wilhite, William B. Yates, William Cummins, Thomas Cummins, John Durbin, Charles Faller, Frederick Goff, Joseph Jackson, Andrew Laudwehr, David W. Murray, Joseph Ottman, John W. Reynolds, David Recker, William Stewart, Nicholas Stonefelt, John W. Sparks, William McK. Thompson, Walton A. Tillett, Edwin Dundon, John W. Gans, Daniel W. Burton, John Cochran.

BATTERY C, FIRST KENTUCKY ARTILLERY.

Battery C was organized at Louisville in September, 1863, by Captain John W. Neville, and was mustered into the United States service, for one year, on the 10th day of September, 1863, by Captain W. B. Royall, United States mustering officer. Being raised for the one-year service, this battery was assigned to the Department of Kentucky, performed much valuable service, and participated in many skirmishes and engagements; and, as there were but few batteries in the department, the marches performed were long and arduous. It re-enlisted for three years at Lebanon, Kentucky, in February, 1864, and was ordered to Arkansas, where it participated in several engagements. It returned to Louisville, where it was mustered out July 26, 1865.

COMMISSIONED OFFICERS.

Captain John W. Neville.
 First Lieutenant Hugh S. Rawle.

NON-COMMISSIONED OFFICERS.

Quartermaster Sergeant Thomas S. Russell.
 Sergeant George F. Brown.
 Sergeant Edwin W. Gould.
 Sergeant Spencer H. Segroves.
 Sergeant Lewis Howard.
 Sergeant William B. Bryson.

Sergeant James E. Hensley.
 Corporal John Wilson.
 Corporal James E. Dulton.
 Corporal William H. Travis.
 Corporal Jerome Newton.
 Corporal John M. Pearman.
 Corporal Charles Troll.
 Corporal John A. Irvn.
 Corporal Jesse Morris.
 Corporal Fins L. Wickers.
 Corporal Josephus Bellows.
 Corporal Moses Mathews.
 Corporal Thomas J. Simmons.
 Artificer Henry C. Simpson.
 Artificer John C. Mann.
 Blacksmith John W. Gottaty.
 Wagoner James Duke.
 Cook James Dorrity.

PRIVATES.

Charles Baadas, Albert Posen, Thomas Blair, James M. Beech, James Clarke, James R. Clarke, James B. Chambers, Martin S. Davis, Johnson Detmold, William Goodrich, Larkin L. Hensley, Daniel D. Howard, Franklin Harrod, William H. Hewlett, William Jones, Paul Landem, Patrick Moore, Thomas Morgan, William Miller, Daniel Puce, Michael Berry Stephens, John W. Smith, John A. Storcks, John Travis, David E. Tatum, Joseph L. Tomlinson, Samuel M. Wittoun, Charles Wilson, George W. Allen, William G. Alfrey, John W. Black, Riley A. Barker, John Bickell, William Brasselle, William P. Brasher, Harrison Burnett, George W. Brown, Samuel Cooper, Thomas J. Cate, Sterling M. Chambers, John Cox, Hiram Dulaney, Henry P. Edwards, Thomas Galloway, Jesse A. Gormley, William P. Garr, Daniel T. Henderson, George T. Hern, William Hart, Samuel Hardy, John C. Hughes, George W. Hughes, Caleb Ingram, Nicholas Losser, John A. Lethetter, Richard N. Lyons, Henry N. Lanes, Jeremiah Loutch, Joseph Loving, Joseph McMillan, John Moore, John S. McDonald, Samuel McGee, John Nouse, Thomas O'Brien, Henry Pruitt, Joel S. Poore, Robert Pullam, John Pullam, Richard P. Redding, Edward Raley, John Henry Richie, John Summers, Moses A. Sweatton, John Spillman, James Spain, Charles Sheffield, James L. Taylor, John A. Unkelback, John Varalle, Charles W. Wood, William P. Gaur, Riley A. Barker, Henry P. Edwards, John C. Hughes, William Hart, Samuel Hardy, Franklin B. Adams, John H. Benningfield, Sterling M. Chambers, Henry N. Laws, Robert Pullam, Joseph H. Leaptrul, Wash E. Maytor.

ROLL OF VETERAN BATTERY C.

COMMISSIONED OFFICERS.

First Lieutenant Hugh S. Rawls.

NON-COMMISSIONED OFFICERS.

First Sergeant James E. Hensley.
 Quartermaster-Sergeant Charles Troll.
 Sergeant Thomas J. Wright.
 Sergeant Spencer H. Segroves.
 Sergeant William B. Bryson.
 Sergeant Lowdy Howard.
 Corporal John N. Pearman.
 Corporal Thomas J. Simmons.
 Corporal Jesse C. Morris.
 Corporal Fins L. Wicketon.
 Corporal Moses Mathews.
 Corporal Thomas O'Brien.
 Corporal Jeremiah Loutch.

Corporal John W. Black.
 Artificer Henry C. Simpson.
 Artificer John C. Mann.
 Artificer Caswell H. Barnhill.
 Wagoner Johnson Lethetter.
 Cook James Dorrity.

PRIVATES.

William Alfrey, George W. Allen, John Bickell, William P. Brashear, Harrison Burnett, George W. Brown, James Burton, Hiram Brassalle, Samuel Cooper, Thomas J. Cate, John Cox, William H. Coon, James Duke, Robert Edwards, Robert W. Field, Thomas Galloway, Jesse A. Gormley, Edwin W. Goidl, Daniel T. Henderson, George T. Hern, John A. Irvin, Caleb Ingram, Nicholas Losson, Richard N. Lyons, Joseph McMillan, John Moore, John S. McDonald, Samuel McGee, John Nouse, Jerome Newton, Henry Pruitt, Joel L. Poore, Edward Riley, John Richie, Thomas S. Russell, Richard, P. Redding, John Summers, Moses A. Sweatton, John Spillman, James Spain, Charles Sheffield, James L. Taylor, John A. Unkelback, John Varalle, Charles W. Wood, William P. Gaur, Riley A. Barker, Henry P. Edwards, John C. Hughes, William Hart, Samuel Hardy, Franklin Adams, John H. Benningfield, Sterling M. Chambers, Henry N. Laws, Robert Pullam, Joseph H. Leaptrul, Wash E. Maytor.

BATTERY E.

This battery was organized at Louisville, Kentucky, in September, in 1863, under Captain John J. Hawes, and was mustered into the United States service, for one year, at Camp Nelson, Kentucky, on the 6th day of October, 1863, by Captain R. B. Hull, United States Mustering Officer. It performed garrison duty at Camp Nelson and Camp Burnside for several months; and, in February, 1864, re-enlisted for three years. It was at Lexington, Kentucky, in June, 1864, when the city was attacked by John Morgan's forces, and by a few well-directed shots succeeded in driving them from the city. It remained at Lexington, Kentucky, until November, 1864, when it received orders to march to East Tennessee, and join General Stoneman in his expedition against Saltville, Virginia. This Battery participated in the battle of Marion, Virginia, on the 18th of December, 1864, and on the 21st of December, in the capture of Saltville. After the capture of Saltville, all the guns of the Battery were destroyed and the men mounted and returned to Lexington, Kentucky, by way of Pound Gap and Mount Sterling. This expedition was one of great severity, many of the men being badly frost-bitten, but enduring the cold and fatigues with marked courage and patience. From Lexington it marched to Camp Nelson, where it remained until ordered to Louisville for muster-out, August 1, 1865.

NON-COMMISSIONED OFFICERS.

Quartermaster Sergeant Frank King
First Sergeant Thomas Murray.
Sergeant Robert Lay.
Sergeant Adison L. Norris.
Sergeant Elmont Frazier.
Sergeant Charles W. Toulmin
Corporal Henry Schwank.
Corporal Milton S. Morgan
Corporal Robert S. Harrison
Corporal David E. Crist.
Corporal Pleasant M. Baker.
Corporal Pascal Ragal.
Corporal George P. Bolin.
Corporal John Tompkins.
Corporal Thomas Wallace.
Bugler Edgar Wagner.
Bugler William Sawter.
Artificer Malcom McCaig
Artificer Ferdinand Holthouse.
Artificer John Feeway.
Wagoner John O. Smith.

PRIVATES.

Newton Anderson, Michael Braden, John S. Brooks, James T. Brock, William M. Baker, Peter F. Baker, Jesse Baker, Hiram W. Butcher, Samuel M. Butcher, George Brewer, Andrew Cordell, Hiram Carlow, Elijah Clark, John B. Correll, John Coruth, Clinton Coombs, Alexander Coombs, George Clouse, Lafayette Douglass, William Deavin, John R. Elder, William H. Franklin, Lafayette Gibson, Larkin Gibson, William C. Gibson, Daniel Heapley, Edward Hyde, James Hood, Augustus Herring, James Hall, Runimons S. Jones, William M. Jones, Samuel T. James, George Kirkland, Robert L. Kilpatrick, Jeremiah Landres, George McIvan, James McAllen, David McKusir, Granvill A. McCoy, Henry Messer, John Manyrum, Henry C. Musgrove, Edward Miller, James B. Nelson, William Patton, James W. Reynolds, Frank Reiberger, James M. Russell, Farris Roberts, Michael Sullivan, Benjamin Swadener, Jeremiah Spencer, Isaac P. Smith, John M. Stewart, Elijah W. Shay, Edmund Tyler, Drury Talbot, Richard Thomas, William C. Vanover, George W. Williamson, Thomas Withers, Jasper Yarbrough, James Anderson, Thomas Anderson, Jesse L. Baker, David Baker, Charles A. Carpenter, Thomas Dooclan, Gabriel Daugherty, Robert E. Depew, Otto T. Davis, John Feeway, John W. Graves, Alfred A. Gambrel, Thomas Hayes, William A. Hunt, Robert Hamner, James Howell, James W. Jones, Robert Johnson John F. Knoble, Eli N. Langley, Wilson M. May, Jacob Myers, William Morgan, Pleasant Morgan, Charles McGuire, Robert Nutt, John Ruprecht, Patrick Short, John Vaughan, James Woods, William Wallace, Robert C. Burritt, Daniel Clark, Thomas Garrett, Jeremiah Herbert, John Toohew, George Barrix, Samuel P. Depen, George Frazer, Otto Gire, James Munroe, Joshua Vaughan, John R. Walker, William A. Whitney.

On alphabetical list, but not on roll:

COMMISSIONED OFFICERS.

Second Lieutenant William Lanigon.

FIRST INDEPENDENT BATTERY.

On alphabetical list, but battery never organized:

Captain Daniel W. Glassie.

BATTERY D.

COMMISSIONED OFFICER.

Second Lieutenant Thomas Garrett.

LOUISVILLE OFFICERS IN INDIANA REGIMENTS.

Jeffrey Rogers, second lieutenant, Twenty-first infantry.
Andrew Carle, second lieutenant, company A, Twenty-third infantry.

John F. Leonard, first and second lieutenant, company A, and captain, company D, Fiftieth infantry.

Charles M. Bingham, second lieutenant, company M, Thirteenth cavalry.

ENLISTED MEN FROM LOUISVILLE IN INDIANA REGIMENTS.

Joseph Smith, Theodore Nelson, William H. Howard, company B, Thirteenth infantry.

Gottlieb E. Eiber, corporal, company E, Thirteenth infantry.

Thomas J. Muir, company C, Seventeenth infantry.

John Bottem, Charles Richter, company D, Seventeenth infantry.

Corporals Henry Paulson, Charles Andean, and Henry Hohman; Michael Calahan, Michael Cavanaugh, Michael Curran, Obin Cusbell, John Davis, Anthony Eagin, John Farihan, Patrick Gleason, George Jericho, Joseph and Charles Kane, Patrick Keeran, Owen King, Dennis Larvin, Christian Mangold, James McDonald, John McFadden, Daniel O'Brian, John Mautin, Thomas Ryan, and Edward Keyes, company F, Seventeenth infantry.

Ernest Franks, company K, Seventeenth infantry.

Benjamin Moore (veteran), company E, Twentieth infantry.

Corporal Henry F. Shafer (veteran), company H, Twentieth infantry.

Sanuel McCarty (veteran), company K, Twenty-first infantry.

Corporals Jacob Bass and Edward Dunleith; Charles Ackerman, Martin Adams, Benjamin Albert, William Amther, Michael Bowler, John C. Cline, Michael Connell, Jacob Hass, John Hartwitz, John Hanky, George Henry, Andrew Hedley, George Kantlinger, George Keck, Bernard Kelley, Nicholas Leslier, Lewis Maybold, William H. H. McPherson, Patrick McHugh, August Mikel, Lewis Mikel, John R. Muir, Edward Refolt, Cornelius Riley, George Rich, William Rinbolt, John Rowen, John Rusch, George A. Rucker, Jacob Scherrer, Peter Schuler, Joseph Seleck, George Thormyer, Joseph Werdic, August Williamking, company G, Twenty-second infantry.

Andrew Carroll, company F, Twenty-sixth infantry.

Charles Granger, company K, Twenty-sixth infantry.

Frederick Daner, Frederick Beck, company I, Thirty-third infantry.

John Coleman, company B, Thirty-fifth infantry.

Nicholas Mangin, company D, Thirty-fifth infantry.

Charles Young, company E, Thirty-fifth infantry.

George Metter (veteran), company H, Thirty-eighth infantry.

George A. Barth, company I, Fortieth infantry.

Charles Witmore, company C, Second cavalry.

William Brown, company K, Second cavalry.

Henry Hart, company I, Forty-seventh infantry.

George H. Tope, company C, Forty-ninth infantry.

William Metts, company A, Fifty-second infantry.

Thomas C. Vaughn, company B, Fifty-second infantry.

James M. Pake (veteran) company F, Fifty-third infantry.

Hugh Higgins, company C, Seventieth infantry.

John Bennie, company B, Fifty-third infantry.
 William M. Black, company B, Fifty-fifth infantry.
 James Higgins, company A, Anthony. The company
 E, Nineteenth regiment cavalry.
 Lafayette Cook, company I, Ninety-first infantry.
 Harvey R. Carter, company I, One Hundred and Twenty-
 eighth infantry.
 Company Commissary Sergeant David Mercer, company
 L, Thirtieth cavalry.
 William W. Davis, Pat O'Connor, company M, Thirtieth
 cavalry.
 Josiah D. Kipner, company C, One Hundred and Fortieth
 infantry.
 George Matters, company A, One Hundred and Forty-
 third infantry.
 John Gross, company D, One Hundred and Forty-third
 infantry.
 William Arcus, William Ely, Charles King, Leopold
 Lenzing, Benjamin F. Tanaet, company A, One Hundred
 and Forty-fourth infantry.
 Joel M. and Newton J. Come and Richard B. Hawkins
 (Westport), company B, One Hundred and Forty-fourth in-
 fantry.
 Corporals Sanford M. Jewell and Henry Gillespy, James F.
 Key, William B. Lewis, Barney Oulby, Joe H. Pope, com-
 pany G, One Hundred and Forty-fourth infantry.
 Frank McCooly, company B, One Hundred and Forty-
 fifth infantry.
 Corporal Charles G. Elias, company K, One Hundred and
 Forty-fifth infantry.
 Sergeant William H. H. Cole, company B, One Hundred
 and Fifty-first infantry.
 Daniel Butler, company G, Christopher Thomas, John Wil-
 kenson, Thomas Wills, Twenty-eighth United States
 colored troops.
 James Goren, company H, Twenty-eighth United States
 colored troops.
 David Rasme, Second Battery (also second lieutenant
 Second Missouri light artillery).
 Conrad Endlecoffer, Tenth battery.
 Corporals Joseph H. Snyder, Albert Clow, James McGuire,
 Christopher Staub, Emsley Jackson, Thomas M. Johnson,
 Henry Ruth, George Smiter, Twelfth battery.

THE STATE MILITIA.

Besides the large contingent which Jefferson county put regularly in the field and which was mustered into the service of the United States, was a large number who were only enrolled in the State Militia, but were temporarily subjected to the call of the Federal commanders, and who served for short periods in sudden emergencies, as when Louisville or its railway communications were threatened by the enemy. Among them were many who also served in the Kentucky forces in the Federal service, as will be observed by the correspondence of names in a large number of cases; but some left their homes and business only for the short term of service, upon the call of the United States officers, and without leaving the State in whose militia alone they

were enrolled. The compiler of this work hesitated to give these rosters a place in the military history of the county, on account of the very short service of the officers and men whose names they present—in many cases not exceeding a week or ten days; but, being assured by those who personally knew of their experience in the field, that it was often exceedingly useful to the Union cause, and well deserves commemoration, he decides to include the lists in the roll of honor. The following are believed to comprise all the companies from Louisville or Jefferson county that are noticed in the Adjutant General's report for the war period:

ANDERSON GUARDS.

Called into United States service by Brigadier General Anderson, from September 17 to September 27, 1861.

COMMISSIONED OFFICERS.

Captain Theodore Harris.
 First Lieutenant William F. Wood.
 Second Lieutenant A. N. Keigwin.

NON-COMMISSIONED OFFICERS.

Sergeant J. S. Hill.
 Sergeant William T. Duncan.
 Sergeant A. T. Spurrier.
 Sergeant William H. Manning.
 Corporal George T. Kage.
 Corporal C. L. Blondin.

PRIVATES.

William Austin, F. Brooks, Milton Burnham, William Brentlinger, H. Bellcamp, M. C. Clark, W. L. Chambers, William Cotter, Charles Cooper, J. F. Cook, J. L. Dallott, James Donally, J. H. Davis, James Flannagen, Charles H. Hart, R. C. Hill, J. F. Harvey, P. Hogen, B. W. Hurdie, John Martin, William Macguire, James E. Mullen, T. T. Mershon, Frank Macguire, C. S. Miller, John B. Martin, William M. Nickolls, Andrew Nickols, James Raery, K. Rhinelander, George B. Roach, P. W. Richards, John Reihl, R. Ramsey, Albert St. Clair, George Webster, J. B. Wood.

THE GILL RIFLES.

Called into United States service by Brigadier General Anderson, from September 18 to September 28, 1861:

COMMISSIONED OFFICERS.

Captain Edward St. John.
 First Lieutenant John F. Ditsler.
 Second Lieutenant J. C. Russell.
 First Sergeant W. H. Bartholomew.
 Sergeant Joseph Smith.
 Sergeant W. L. Stratton.
 Sergeant John Vetter.
 Corporal J. B. Vice.
 Corporal William Roach.
 Corporal T. G. O'Riley.
 Corporal John Cookley.

PRIVATES.

F. Besser, R. Babett, John Blatz, Arnold Deegan, G. Dep Drabert, Henry Fink, Philip Fitch, Jacob H. Haag, John Hinkle, Frank Hendawe, Philip Hotop, F. J. Jager, John Keller, Robert Ertner, H. McCool, Richard Metcalf, Pat O'Reily, F. Stangle, Charles Steiner, Frank Seibert, J. J. Swope, A. Smith, Michael Watson.

AVERY GUARDS.

Called into United States service by Brigadier-General Anderson, September 17 to September 28, 1861:

COMMISSIONED OFFICERS.

Captain John Metcalf.
Second Lieutenant Jacob Hess

NON-COMMISSIONED OFFICERS.

Sergeant E. Balstein.
Sergeant Frank Guan.
Corporal P. Wise.
Corporal G. Sanger.

PRIVATES.

J. Bentz, Michael Conner, D. Clark, M. Daly, C. Graff, P. Geiss, B. Hessinger, G. Howland, Peter Kuhn, John Kincaid, Joseph Kincaid, Joseph Probst, M. Reuter, R. Regan, M. Sengal, E. Scanlan, J. Snell, James Whalen, J. Walton.

LOUISVILLE GUARDS.

Called into United States service by Brigadier-General Anderson, September 21 to October 1, 1861:

COMMISSIONED OFFICERS.

Captain Fred Buckner.
First Lieutenant A. Ringswald

NON-COMMISSIONED OFFICERS.

First Sergeant John Ruhuly.
Sergeant John Haur.
Sergeant B. Schikenger.
Sergeant L. Kaunese.
Corporal Albert Pfeffer.
Corporal John Zimmer.

PRIVATES.

John Aepple, John Baudle, C. Clark, O. Doussonner, W. Eminger, O. Fishback, Martin Haag, S. Kapp, Mathias Koehle, Joseph Kamp, John Lutz, John Oehler, Charles Rohus, John Selgaret, John Zoller.

TOMPKINS ZOUAVES.

Called into United States service by Brigadier-General Anderson, September 17th to September 29, 1861.

COMMISSIONED OFFICERS.

Captain Robert Mills.
First Lieutenant Charles A. Gruber.
Second Lieutenant C. H. Summerville.

NON-COMMISSIONED OFFICERS.

First Sergeant Joseph McCulory.
Sergeant W. A. Kelker.
Sergeant John Weist.
Sergeant Garnett Duncan.
Corporal J. W. P. Russell.
Corporal C. Wintersteine.

PRIVATES.

John Austin, T. J. Adams, T. Anderson, G. Brown, T. Brannin, F. Blumensteihl, J. Briswalder, T. J. Carson, William Curry, William Driscolls, F. Dye, E. O. Daily, Otto Dolinger, C. M. Dermott, Adam Eichert, F. Escherich, H. Fuller, F. Gulcher, W. Gaffney, William Hare, William Keshen, John Kerr, J. Low, J. Madon, Barney McMahon, William McKinney, C. J. Mull, Martin Middleton, R. Nuttall, C. Powell, George Powell, H. Ratterman, G. A. Schimpf, J. Scheble, J. Schulten, William Surmons, C. A. Stout, Gibson Tate, John Taber, John Winter, John Weston.

TOMPKINS ZOUAVES.

Called into United States service by Brigadier-General Anderson, October 3d to October 19, 1861:

COMMISSIONED OFFICERS.

Captain Robert Mills.
First Lieutenant C. H. Summerville.

NON-COMMISSIONED OFFICERS.

First Sergeant John W. Winter.
Sergeant E. O. Daily.
Sergeant J. W. T. Russell.
Sergeant William Kellum.
Corporal R. Nuttall.

PRIVATES.

John Austin, T. J. Adams, George Brown, Joseph Brishaver, F. Bloomenstul, Daniel Clark, Michael Dailey, Jacob Emwein, H. Fuller, George Gossman, Thomas Holloran, W. A. Kelker, William Linch, George Middleton, Martin Middleton, Barney McMahon, George Powell, G. A. Schimpf, Edwin Scanlan, William Woodfall, Robert Wright.

AVERY HOME GUARDS.

Called into United States service by Brigadier-General Anderson, September 21 to October 1, 1861:

COMMISSIONED OFFICERS.

First Lieutenant Samuel L. Adair.
Second Lieutenant Peter Leaf.

NON-COMMISSIONED OFFICERS.

Sergeant Frank Ress.
Sergeant Henry Routinbush.
Sergeant John Leaf.
Corporal William Roth.
Corporal Martin Deidley.
Corporal John Flidrerer.

PRIVATES.

W. J. Adams, Peter Bontrager, Frank Bronger, Charles Cleveland, Thomas Cheren, James Cotter, Frederick Elbert, John Geist, Nicholas Glomen, Joseph Gnowl, Jacob Heirth, Henry T. Martin, James J. Norman, James H. Norman, Henry Otermann, Worden J. Quick, C. Stone, John A. Stone, Henry Shane, Peter Shuck, Jacob Vauan, Albert Yonker.

JEFFERSON GUARDS.

Called into United States service by Brigadier-General Anderson, September 17th to September 22, 1861.

COMMISSIONED OFFICERS.

Captain J. F. Huber.
First Lieutenant D. W. Henderson.
Second Lieutenant Edward Merkey.

NON-COMMISSIONED OFFICERS.

Sergeant W. E. Benson.
Sergeant J. I. Byers.
Sergeant Lewis Miller.
Sergeant W. P. Hampton.
Corporal F. C. Street.
Corporal Charles Ping.
Corporal Robert Relee.
Corporal Simon Berg.

PRIVATES.

Aaron Bacon, William Bergman, Owen Conley, James Clarke, Duncan Daker, John Daper, John Hockins, John Hogan, Vincent Kness, John Long, A. Lockman, John Maurer, John Meyer, G. Mueseniggen, Henry T. Martin, Peter Thiester, Samuel Rutzler, Stephan Schmitt, Charles Schuster, Henry Suender, Antoa Schuck, Lewis Strong, John M. Vaughan, John Weinhoff, Fred Webber, G. Werner.

NATIONAL GUARDS.

Called into United States service by Brigadier-General Anderson, September 20th to September 29, 1861.

COMMISSIONED OFFICERS.

Captain A. C. Semple.
First Lieutenant E. G. Wigginton.
Second Lieutenant J. M. Semple.

NON-COMMISSIONED OFFICERS.

Sergeant W. A. Bullitt.
Sergeant W. W. Gardner.
Sergeant J. Barbaroux.
Corporal H. Thompson.
Corporal Robert Vaughan.
Corporal James Miliken.

PRIVATES.

James Ainslie, C. Aufbrock, V. R. Bartlett, J. B. Bays, C. Clark, R. M. Cunningham, S. F. Dawes, A. L. Dwyler, William Drummond, H. Dupont, A. Day, G. H. Detchen, Joseph Gleason, U. B. Gantt, H. B. Grant, S. K. Grainger, Edward Gary, James Gary, Henry Gary, G. A. Hull, A. G. Hodges, J. Hornice, H. I. Jefferson, C. K. Jones, Javez Kirker, I. H. Martin, G. S. Moore, G. McCormick, J. C. Nauts, R. L. Past, J. H. Ponier, William Padden, M. T. Ritchey, Eugene Kelly, James Rader, George A. Sweeney, Charles Semple, T. Schirck, J. Sommerville, T. W. Spillman, G. J. Vail, G. F. Wood, J. T. T. Waters, Z. W. Wood.

PRETENCE GUARDS.

Called into United States service by Brigadier-General Anderson, from September 22d, to October 6, 1861.

COMMISSIONED OFFICER.

Captain Edward S. Sheppard.

PRIVATES.

George W. Barth, Robert Catling, Robert Latimer, Charles Letlerce, James Marshall, J. L. Richardson, William Smith, Sidney Smith, Daniel Stevens.

NATIONAL GUARDS.

Called into United States service by Brigadier-General Anderson, September 17 to September 27, 1861:

COMMISSIONED OFFICERS.

Captain B. Hund.
First Lieutenant L. Schweizer.
Second Lieutenant A. Mehrie.

NON-COMMISSIONED OFFICERS.

First Sergeant John Sanbough.
Sergeant Peter Linden.
Sergeant Charles Weidman.
Corporal Gottfried Miller.
Corporal Charles Guetig.
Corporal Oskar Ehrh.
Corporal William Brannmiller.

PRIVATES.

H. Bremer, William Babsky, John Dockweiler, E. Emig, J. T. B. Emig, Charles Elt, Fz. Flaig, Charles Hilzil, A. Heimerdinger, J. Holyer, G. Kraut, T. Klotter, William Knoller, George Klotter, A. Kuerny, V. Losch, B. Moritz, John Niehter, T. Mewan, C. Oelman, T. Reichett, P. Rosch, L. Rhein, Philip Sensbach, J. Sihale, A. Schanlin, N. Uhig, Fz. Uhig.

BOONE GUARDS.

Called into United States service by Brigadier-General Anderson September 17th to September 30, 1861:

COMMISSIONED OFFICERS.

Captain Paul Pyerly.
First Lieutenant James Forgarty.
Second Lieutenant J. R. Boone.

NON-COMMISSIONED OFFICERS.

First Sergeant John Hughes.
Sergeant Charles Wolf.
Sergeant William Woodfall.
Corporal W. H. Evans.
Corporal John Akin.

PRIVATES.

Michael Calloghan, Henry Doorman, Martin Enright, Patrick Flaharty, Henry Fisher, Jacob Hart, James Hartnell, Edward Hartnell, John Insto, Thomas Jeffrey, Anthony Kinn, Edward Legoe, John McMahon, Peter Moore, William O'Harra, Paul Reis, Gustoff Radeloff, J. W. Smith, Hamilton Sago, Michael Sago, William Seibel, J. W. Taylor.

HAMILTON HOME GUARDS.

Called into United States service by Brigadier-General Anderson, September 17th to September 28, 1861.

COMMISSIONED OFFICERS.

Captain F. M. Hughes.
First Lieutenant G. W. Conaway.
Second Lieutenant D. Abbott.

NON-COMMISSIONED OFFICERS.

Sergeant Ranson Delano.
Sergeant T. B. Hays.
Sergeant Peter Klink.

Sergeant Thomas Rowland
 Corporal George Mattern
 Corporal Andrew Hundt
 Corporal William Lagan

PRIVATES.

B. Batten, F. Beyer, M. Bush, C. Goodlin, George Heartz,
 George Henry, C. Heeb, W. C. Iwan, H. Martin, J. Myers,
 Daniel Powell, George Powell, J. Riley, Frederick Rupp, S.
 Reister, Charles Sater, George Siskoon, Theodore Stalk,
 Frank Smith, William Stutz, Charles Wagner, T. Williams,
 Silas W. Young.

BENT GUARDS.

Called into United States service by Brigadier
 General Anderson, October 17 to October 28,
 1861.

COMMISSIONED OFFICERS.

Captain Jesse Rubel.
 First Lieutenant J. R. White
 Second Lieutenant W. H. Fagan
 Third Lieutenant Sim. Leatherman.

NON-COMMISSIONED OFFICERS.

Sergeant Brad. Dearing
 Sergeant Charles Winkler.
 Sergeant William Hannan.
 Sergeant John Bodkins.
 Corporal E. Winkler.
 Corporal C. A. Olmstead.
 Corporal J. Leatherman

PRIVATES.

Henry Bull, Charles Cook, Jacob Campbell, Frank Flew-
 man, William Floor, John Floor, George Figg, Jacob Fritz,
 J. H. Frantz, William Floether, John Gaus, Alford Hoffeldt,
 Ernest Hausman, Henry Hopp, Albert Hollenbach, Dels-
 King, George Kuntz, William F. Kelly, Toney McGentry,
 Robert Murray, Michael McMahan, Robert Marshall,
 Michael O'Connor, George Rost, J. T. Randolph, John
 Rodeke, Lewis Smith, John Smith, Adam Shear, Joseph
 Shad, Henry Shaffer, E. Sweeny, William Shane, Constant
 Troxler, R. A. Wright, Riley Willson.

SAMPLE'S BATTERY.

Called into United States service by Brigadier-
 General Anderson, September 16th to September
 27, 1861.

COMMISSIONED OFFICERS.

Captain Joseph B. Watkins.

NON-COMMISSIONED OFFICERS.

First Sergeant George Bernard.
 Corporal Charles Willis.

PRIVATES.

William Arthur, Lewis Bouwin, Henry Burnett, Felix
 Dupre, Charles Deal, John Felt, James Kendall, Andrew
 Kendall, Andrew Lawrence.

SAMPLE'S BATTERY.

Called into United States service by Brigadier-
 General Anderson, October 3d to October 30,
 1861.

FIELD AND STAFF.

Major Joseph B. Watkins.

COMMISSIONED OFFICERS.

First Lieutenant George Bernard.
 Second Lieutenant Charles Willis.

NON-COMMISSIONED OFFICERS.

First Sergeant William Arthur.
 Sergeant James Loyal.
 Sergeant Henry Burnett
 Sergeant George Morgan.
 Corporal John Bodkin
 Corporal B. F. King.

PRIVATES.

Michael Connell, Philip Chapel, James Cook, James A.
 Chappell, Charles Deight, Henry Deal, Thomas Dupre, A.
 C. Ewing, Alexander Elliot, James Foster, John Fravel,
 James Harine, Peter Jacob, P. Kelly, George Komitz, Green
 L. Key, Andy Lawrence, J. H. Lapp, B. F. Metcalfe,
 James McKnight, P. G. Monroe, M. J. Miller, S. L.
 Nichols, J. J. Polley, C. B. Polley, Alonzo Rawling, J. W.
 Ridgeway, T. S. Royalty, J. D. Skinner, A. J. Wells.

FIRST WARD HOME GUARDS.

Called into United States service by Brig-
 adier-General Anderson, September 17 to Sep-
 tember 28, 1861.

FIELD AND STAFF.

Major A. V. Johnson.

COMMISSIONED OFFICERS.

Captain J. D. Orrill.
 First Lieutenant Edward Young.
 Second Lieutenant J. A. Weatherford.

NON-COMMISSIONED OFFICERS.

Sergeant J. C. Cassilly.
 Sergeant J. E. Hyburger.
 Sergeant William N. Sinkhorn.
 Sergeant A. Brown.
 Corporal J. H. Davis.
 Corporal B. E. Cassilly.
 Corporal J. Murdivider.
 Corporal P. M. Dougherty.
 Musician Bullitt Clark.
 Musician Julius Carpenter.
 Musician Matthew S. Steward.

PRIVATES.

J. B. Alford, George H. Alexander, John Burkhardt, Wil-
 liam Boldt, J. W. Bryan, John Bradburn, Charles Boldt,
 Otto Brohm, L. H. Beeler, Samuel Conley, W. N. Crooks,
 M. Eaglehooff, L. Fisher, Lawrence Giles, Joseph Gross, H.
 H. Hancock, Jerry Hollensead, J. D. Hodgkins, John Hiite,
 Patrick Haws, George H. Kise, Jr., F. Kocksburger, L.
 Kirchner, J. D. Kircher, Charles Kirfus, J. L. Lee, John
 Lloyd, Christ Murton, James Maxey, C. C. Owen, W. B.
 Ramnus, W. H. Ryan, J. Richards, M. Rapp, F. Ran,
 John Sass, J. D. Strawsburg, F. F. Smith, William Shirley,
 Joseph Stokes, J. L. Spangler, Joseph Trainor, A. Webber,
 William Wilson.

DELPH GUARDS.

COMMISSIONED OFFICERS.

Captain John Daly.
 First Lieutenant Thomas Tindell.

NON-COMMISSIONED OFFICERS.

First Sergeant A. Hodapp.

Sergeant D. Crull.
Sergeant S. M. Gupton.
Corporal F. Brear.
Corporal L. Knobels.
Corporal T. Conklin.

PRIVATES.

L. Brentlinger, William Brown, Thomas Brentlinger, John Crull, S. Curran, S. Farring, W. Davis, I. Deeg, P. Earnest, J. Fowler, P. Hood, J. Hasson, H. Keys, William Lehn, J. Lattedy, C. Manning, S. Manning, J. McCalvey, J. McGraw, D. Mosser, T. Kiley, M. Shely, W. Stumber, J. Wolff, T. D. Wanner, T. D. White.

EAST LOUISVILLE GUARDS.

Called into United States service by Brigadier-General Anderson, September 18th to October 1, 1861.

COMMISSIONED OFFICERS.

Captain David Hecker.
First Lieutenant William McNeal.
Second Lieutenant John Collins.

NON-COMMISSIONED OFFICERS.

First Sergeant Elias Childers.
Corporal Charles Smith.
Corporal Henry Thomas.
Corporal Minton Michael.

PRIVATES.

John Childers, Davis Childers, Peter Edwards, James Edwards, Louis Gory, Joseph Kang, George Matas, John McCarthy, Nathan Prentice, Andrew Parrall, Zeb. Shy, William Sexton, Stephen Skinner, Nathaniel Stenson, John Therman, Samuel Tigge, James Thomas, Charles Thomas, Joseph West, Mac Whatkins, Joseph Watson, Hugh Watson, William Wood.

HALBERT GUARDS.

Called into United States service by Brigadier-General Anderson, October 9th to October 20, 1861.

COMMISSIONED OFFICERS.

Captain William H. Maglerney.
First Lieutenant Henry J. Smith.

NON-COMMISSIONED OFFICERS.

First Sergeant Charles G. Bauer.
Sergeant Nicholas Shanin.
Sergeant Frederick Schweitzer.
Corporal John Buck.

PRIVATES.

William Bolt, George J. Bauer, John Estell, William Fretman, William Farrell, John Feddell, William Gregory, Henry Hite, John M. Lutter, Joseph Rastatter, Alcy Fush, Joseph Schweitzer, Henry Schoeffell, George Stark, William Tate, Jacob Walter, Henry Williams.

THURSTON GUARDS.

Called into United States service by Brigadier-General Anderson, September 17 to September 28, 1862.

COMMISSIONED OFFICERS.

Captain Jesse T. Hammon.

First Lieutenant John Ewald.
Second Lieutenant Fred. Von Seggern.

NON-COMMISSIONED OFFICERS.

First Sergeant Fred. Miller.
Sergeant John Beck.
Sergeant Robert Lechlader.
Corporal Adam Rush.
Corporal George Huet.
Corporal Philip Rauer.
Corporal Henry Shea.

PRIVATES.

John Base, Conrad Base, Conrad Bender, Conrad J. Bender, Joseph Basath, John Dautentier, Mike Dohl, Jacob Delman, Dan. Eberback, Thomas Enright, Charles Erte, John Eberback, Frank Fisher, George Fisher, Jacob Gehart, Jacob Greensvald, Tony Hafner, John Hardsman, Martin Hansemiller, Jacob Iniger, Mike Jacob, Henry Kruse, Mike Kruse, Baldwin Kramer, Andy Krebs, Henry Kimpel, Frank Kerns, George Kossell, John Leffert, Charles Mann, August Nold, Henry Newnire, Mike Pracht, Henry Poleman, George Stoepfer, John Shealer, John Struss, Charles Smith, Bruno Swender, Henry Weitz, Andy Zimmerman.

FRANKLIN HOME GUARDS.

Called into United States service by Brigadier-General Anderson, September 18th to September 28, 1861.

COMMISSIONED OFFICERS.

Captain William Elwang.
First Lieutenant P. Emge.
Second Lieutenant H. Canning.

NON-COMMISSIONED OFFICERS.

First Sergeant P. Marker.
Sergeant Pelter Peter.
Sergeant C. Stege.
Corporal John Hemple.
Corporal G. Marker.
Corporal Joseph Taufkirch.

PRIVATES.

D. Benter, T. Bornschein, B. Bienser, L. Buehler, — — — Dorneck, William Dummeyer, — — — Derbacher, John Eller, — — — Eirch, — — — Flentchbach, Peter Fucks, Peter Grison, C. Gerringer, Henry Holtze, Carl Hubscher, — — — Huber, Henry Heilman, P. Juts, J. F. Kosiol, L. Lapp, W. Landwehr, F. Lottig, J. Miller, J. Meier, A. Muckebauer, J. Pance, M. Ries, John Sackstetter, Jacob Sackstetter, V. Stein, Frank Schafer, J. Senaffer, — — — Schmitt, J. Schreck, Frederick Schopflin, Fred Schwenk, John Trebing, W. Weber.

SECOND WARD RANGERS.

Called into United States service by Brigadier-General Anderson, September 18 to September 28, 1861.

COMMISSIONED OFFICERS.

First Lieutenant Charles Summers.
Second Lieutenant E. D. Prewitt.

NON-COMMISSIONED OFFICERS.

Sergeant Andy Krenner.
Sergeant Charles Speaker.
Corporal Henry Kane.

Corporal William E. Grable.
Corporal William Shanks.

PRIVATES.

Theodore Akin, George Bremer, Samuel Clark, James Corrigan, Ferdinand Compton, James Connell, William Cassell, Clarence Elnhoff, Ben Jansen, Tom Kramer, Daniel Grable, George Grable, Henry Shaker, William Starks, Benjamin Stumble, George Tabor, Cyrus Grable, John Hordtting, John H. Henson, James Howerstath, James Howell, A. Hughes, John L. Hower, Martin Jeger, David Johnson, Philip Kauer, John George L. Thomas, McDaniel, George Mulligan, M. L. G. McElroy, Thomas McDermitt, William Murrell, Lloyd Redner, Thomas Swaney, Philip Supredd, James K. Watts, John Weis, Henry Wolf, E. Wetterham.

LOUISVILLE MEN IN THE SOUTHERN ARMY.

The best efforts of the compiler of this work have failed to supply its readers with a roster or detailed history of any of the Confederate commands raised in this city; but by the kindness of Colonel John D. Pope, of the Attorney's bureau in the Louisville and Nashville railway offices, we are favored with the following statement:

Two companies, averaging one hundred and fourteen men each, were recruited in Louisville, at the corner of Fifth and Jefferson streets, at once upon the outbreak of the war, under command of Captains Benjamin M. Anderson and Fred Van Osten. On the 20th of April, 1861, they left by steamer from the foot of Fourth street, with a Secession flag flying, for New Orleans. At Owensboro a third company, commanded by Captain Jack Thompson, was embarked on the same vessel. From New Orleans the companies were ordered to Richmond, and were there organized as the Third Kentucky Battalion, with Anderson as major.

Only three days after the departure of the first Louisville companies, two more, averaging one hundred apiece, raised in the city, under the auspices of Blanton Duncan, and one of whose commanders were Captain Lapaille, departed on the Louisville and Nashville railroad, under orders for Lynchburg, Virginia. At Nashville it was joined by a company from the southwest part of Kentucky, headed by Captain, afterward Colonel Edward Crossland, and another from Callaway county, led by Captain Brownson. From Lynchburg these companies were ordered to Harper's Ferry, where they formed another Kentucky Battalion, with Blanton Duncan Major.

On the same day, April 23, 1861, and on the

same train, went another Louisville company, commanded by Captain John D. Pope, and numbering 114 men, and one from Scott county, numbering 122, and under Captain Desha, son of ex-Governor Desha, of this State. They reached Harper's Ferry in due time, and were organized as rifle companies, forming the Second battalion of Kentucky sharpshooters, under Pope, now promoted to major, and were assigned to the brigade of General Bartow, who was killed in the first battle of Manassas.

An independent Confederate company was also raised in Louisville by Captain Fitzhugh; and upon its arrival in Virginia, and after the battle just named, the several majors of the Kentucky battalions petitioned the War Department at Richmond for consolidation of their commands into a regiment. The request was granted, and the regiment formed accordingly, with all the Louisville companies aforesaid in it, and Richard H. Taylor, now chief of police in that city, as colonel, William Preston Johnson, lieutenant-colonel, and Edward Crossland, major, all the majors of battalions having mutually agreed to retire from the contest for position as field-officers. The First Kentucky infantry regiment, in the Confederate army, was thus formed. The former majors returned to the line as captains. Colonel Taylor was presently breveted brigadier, and subsequently made full brigadier-general. The original enlistment of the men was for one year; and at the expiration of that period they declined to re-enlist as a regiment. All, however, both officers and men, it is believed, entered other commands in the Southern army, and served until released by sickness, wounds, or death, or by the close of the war. Colonel Pope's last service, before the end came, was in the Trans-Mississippi department, under General Holmes.

THE MILITIA OF 1880.

This record may appropriately be closed with some notice of the militia of Louisville and of the county at large, in which old soldiers of both armies in the late "unpleasantness"—men who wore the blue, and those who wore the gray—cordially unite. It may reasonably be supposed, in view of the large number of ex-soldiers

resident in Louisville, that the city would have a numerous and efficient militia; and this supposition is found to answer to the facts. The time-honored and battle-scarred Louisville Legion is maintained, in name at least, to the number of six companies, and forms the First Battalion of infantry of the Kentucky State Guard. There is also a good company of light artillery, with a full equipment of guns and other materials of war.

At the encampment of the State Guard at Camp Blackburn, Crab Orchard, July 19 to 26, 1880, Company A, of the Legion, and also Company F, were each awarded the first prize of \$100, offered by the State to the best drilled infantry company in the Guard. The second prize, \$50, was awarded to Company D. Company E, of the Legion, received the prize of \$50 as the best-drilled cavalry company in the Guard. The Louisville battery received a \$50 prize as the best-drilled section of artillery in the State. Company F, of the Legion, was also one of two companies receiving the State Guard flag, valued at \$150, as the company best in discipline, soldierly conduct, and attendance, when compared with the total aggregate present.

Adjutant and Inspector-General J. P. Nuckols, in his Report for 1880, includes the following account of an inspection of the Legion on the 23d of February, of that year:

The inspection was held on Broadway, between Third and Fourth streets, and was preceded by a review. The field and staff consisted of the major commanding, first lieutenant, acting adjutant; one assistant surgeon, one assistant quartermaster, rank first lieutenant; one sergeant-major. The battalion is composed of four companies—"A, B, C, and D"—and is armed with the breech-loading Springfield musket, calibre 50, model of 1873. I found the pieces generally in good condition; two ejector springs did not work well, and would not probably extract the shell. The gun is an excellent model, but, like all other breech-loaders, has some delicate parts, and needs to be handled and treated with care. The pieces were presented with steadiness and accuracy. The accoutrements are of black patent leather, with white webbing cross-belts. Several cartridge-boxes were minus the wooden blocks. I regretted to see this, as a cartridge-box is not fit for use without this perforated block. The uniform of this battalion is of dark blue cloth, and contrasts handsomely with the white belts and patent leather. The first sergeants of all the companies are conspicuous for steadiness and accuracy in marching. The four companies of this battalion make a soldierly appearance, are well organized and equipped, furnished with overcoats, knapsacks, haversacks, and canteens. Perhaps not quite enough attention is paid to the arms by the men individually. An armorer may be very well, but every soldier should know the exact condition of his gun, and be held responsible for its perfect cleanliness. This battalion should by all means have an en-

listed band. A drum and fife corps, composed of two musicians from each company, instructed in its duties, would be far preferable to hiring an immense brass band for special occasions, at a heavy cost, uninstructed, and awkward at that.

Company of cadets, commanded by Major J. M. Wright, is composed of boys, apparently from thirteen to eighteen years old. It is an independent body, and is the outgrowth of that passion which boys and young men have for the possession of arms. It is well drilled, and under admirable discipline. They are furnished by the State with what is called the cadet needle-gun, which is of the model of 1866, is of delicate structure, and not valuable, except for purposes of instruction. The accoutrements are of the old United States patterns, clumsy and unsightly. Notwithstanding, this company is fast coming to the front, and will at no distant day press the best companies of the Legion to the wall.

Louisville Light Artillery.—Present one platoon, commanded by First Lieutenant Owen Stewart. The pieces are 3-inch steel rifle, and showed on this occasion to good advantage—the guns, carriages and caissons having been recently painted. The equipments are complete and well preserved. It is not to be expected that with horses picked up for the occasion the platoon could well execute movements in the mounted drill; but in all that pertains to the school of the battery or platoon dismounted it showed to excellent advantage. The men are well-uniformed, soldierly in appearance, and proficient in sabre exercise.

During the year 1880 one infantry company, made up of boys under eighteen years of age, was organized and mustered into the Kentucky State Guard as company F of the Louisville Legion, and the company of cavalry was organized in the county at large, and mustered as company E, of the same battalion. The Legion then consisted of five companies of infantry and one company of cavalry, the former holding arms and equipments, the property of the State, as follows: Three hundred and twenty Springfield breech-loading muskets, 320 sets of accoutrements, 200 overcoats, 200 blankets, 200 haversacks, 200 knapsacks, and 200 canteens, besides camp equipage. The cavalry had 26 sabres. The roster of the Legion, by the report of the adjutant-general of Kentucky for 1880 was as follows:

FIRST BATTALION—LOUISVILLE LEGION.

FIELD AND STAFF.

Major John B. Castleman.
Adjutant and First Lieutenant Kenneth McDonald.
Quartermaster and First Lieutenant A. M. Cunningham.
Assistant Surgeon B. J. Baldwin.
Chaplain, Bishop T. U. Dudley.
Sergeant-Major Thomas J. Wood.
Quartermaster Sergeant R. Weissinger

COMPANY A.

COMMISSIONED OFFICERS.

Captain George K. Speed.

First Lieutenant J. D. Wilson.
Second Lieutenant Vernon Wolfe.

NON-COMMISSIONED OFFICERS.

Sergeant C. E. Granger.
Sergeant H. E. Senteney.
Sergeant J. P. Harboan.
Sergeant Edward Ormsby.
Corporal D. J. Davis.
Corporal W. W. Beeler.
Corporal R. C. Judge.

PRIVATES.

E. T. Allen, C. S. Babb, B. J. Baldwin, J. A. Batford, E. P. Batsford, W. C. Churchill, E. E. Colston, H. C. Deubitz, T. S. Dowie, E. A. Finow, W. H. Foodick, J. B. Holloway, J. B. Hutching, F. M. Harwell, H. McK. Jones, A. H. Kent, J. Lehman, D. B. Leight, W. L. Loving, J. P. Monroe, C. R. Mengel, J. L. McGrath, W. G. Mum, J. E. O'Neil, H. H. Pucell, R. C. Price, W. M. Robinson, W. C. Read, W. D. Roy, J. B. Smith, S. W. Shepherd, Jr., C. W. Sisson, C. L. Swope, T. P. Suttercliffe, Jr., J. A. Sage, G. A. Sykes, R. M. Sheppard, A. L. Terry, O. W. Thomas, Jr., W. F. Ustick, W. Von Bornes, O. C. Wehle, B. L. Woolfolk, J. A. Warren, W. M. Winder.

COMPANY B.

COMMISSIONED OFFICERS.

Captain W. O. Harris.
First Lieutenant B. A. Adams.
Second Lieutenant W. L. Jackson.

NON-COMMISSIONED OFFICERS.

Sergeant W. J. Hunt.
Sergeant E. W. C. Humphrey.
Sergeant James P. Helm.
Sergeant John Barrett.
Corporal H. C. Smith.
Corporal J. S. Beeler.
Corporal George Caspari.
Corporal Grant Green.

PRIVATES.

C. W. Adams, W. J. Allen, L. R. Atwood, J. S. Barnett, W. McD. Burt, C. R. Barnes, J. W. Bellstein, M. Belknap, Paul Booker, E. S. Brewster, J. P. Burton, D. H. Cheney, H. F. Cassin, E. S. Coghlin, D. M. Deaver, H. B. Davison, J. A. Davis, A. Ellison, Jr., James Floyd, J. A. Gray, D. W. Gray, W. P. Griffith, J. L. Hazlett, A. P. Humphrey, J. B. Hundley, E. W. Hemming, R. C. Isaacs, W. P. Jobson, S. R. Knott, W. T. Knott, William Lee, John Marshall, S. McDowell, E. H. Owings, S. Pardon, G. K. Peay, J. S. Peay, J. C. Russell, W. P. Semple, A. L. Showell, J. F. Speed, Jr., F. E. Tracey, L. Von Bortles, J. N. Wallwork, J. H. Ward, H. W. Wheeler, M. B. Wise, D. M. Wood, H. M. Young, C. H. Zook.

COMPANY C.

COMMISSIONED OFFICERS.

Captain J. H. Leathers.
First Lieutenant D. L. C. Weller.
Second Lieutenant A. H. Jackson.

NON-COMMISSIONED OFFICERS.

Sergeant I. A. Goddard.
Sergeant W. J. Gariett.
Sergeant E. Marshall.
Sergeant L. Moler.
Corporal A. F. Moore.

Corporal J. F. Dobbin.
Corporal G. E. Bly.
Corporal A. W. Elwang.

PRIVATES.

J. M. Adams, Frank Baker, E. Bryan, T. L. Burnett, Jr., J. M. Borntraeger, C. G. Baumann, W. R. Benedict, J. C. Clemens, T. Carroll, W. Chambers, D. J. Crowley, R. M. Cunningham, L. B. Doerr, A. J. Elwang, W. E. Fowler, William Francke, H. B. Fitch, J. T. Gaines, C. H. Hewitt, J. A. Holman, C. W. Johnson, C. H. Perkins, S. E. Jones, L. B. Kirby, T. E. Kohlbas, C. H. King, A. G. Link, G. M. Lemon, B. K. Marshall, H. W. Middleton, L. J. Moorhead, W. B. Ming, J. W. McDonald, Roy McDonald, J. C. McComb, E. H. Paine, H. R. Phillips, C. E. Powell, C. E. Riley, W. M. Raibbs, A. I. Setaple, W. B. Sale, J. F. Stults, Jacob Smith, H. Schimpeler, John Storts, Jr., A. Van Vleet, H. T. Warden, N. J. Windstandley.

COMPANY D.

COMMISSIONED OFFICERS.

Captain Eugene Brown.
First Lieutenant Guy C. Sibley.
Second Lieutenant W. A. Hughes.

NON-COMMISSIONED OFFICERS.

Sergeant J. M. Sohen.
Sergeant L. F. Kaye.
Sergeant J. T. Gamble.
Corporal J. C. Hughes.
Corporal G. L. Travis.
Corporal H. C. Clement.
Corporal T. B. Moore.

PRIVATES.

J. M. Armstrong, M. S. Barker, A. Brandies, J. C. Burnett, Ben Clark, L. R. Courtenay, J. W. Davidson, F. C. Dickson, J. L. Gamble, R. C. Gray, J. A. Ferguson, George Felter, J. P. Hunt, Green Holloway, L. W. Homire, T. C. Hobbs, W. H. Hyde, S. M. Huston, W. B. Kniskeen, W. E. Kaye, A. Kaye, W. B. Keslin, Jr., J. P. Kelley, L. S. Kornhorst, J. D. Langhorne, Robert Lewis, W. L. Lyons, T. W. Mullikin, J. H. Murphy, J. M. Murphy, C. C. McCarthy, A. Mead, T. C. Stokes, T. P. Shepherd, Frank Semple, H. M. Samuel, L. D. Tucker, Burton Vance, J. R. Williamson, John Rothguber, M. Ryan, W. B. Rowland, Alexander Jackson, W. D. McCampbell.

COMPANY E (CAVALRY).

Company organization and muster-rolls not reported.

COMPANY F.

Commissioned officers, 3; non-commissioned officers, 7; privates, 46; total, 56.

COMMISSIONED OFFICERS.

Captain J. M. Wright.
First Lieutenant J. Speed Smith.
Second Lieutenant H. C. Grinstead.

NON-COMMISSIONED OFFICERS.

Sergeant W. O. Bailey.
Sergeant J. M. Wintersmith.
Sergeant George W. Wicks.
Sergeant Victor McPherson.
Sergeant M. V. Joyce.
Corporal Alexander N. Griswold.
Corporal E. S. Wright.

PRIVATEs.

T. C. Allen, J. G. Cooke, J. V. Cowling, W. Davis, J. Davidson, J. S. Dean, S. J. Dean, E. Fisher, W. Edmunds, R. E. Gilbert, Fulton Gordon, Charles C. Grant, Henry W. Gray, W. E. Gleason, George G. Gould, C. L. Hamilton, J. Hamilton, F. N. Harrison, O. Hays, F. Q. F. Hays, W. Mandville, W. Mayers, A. S. McCandless, D. McCandless, H. McDonald, E. T. Mengel, F. T. Merrick, J. W. Minkin, W. Miller, W. W. Morris, H. Murren, C. Nelson, C. A. Parsons, J. F. Lee, T. M. Smith, T. Stuart, G. W. Smith, D. Stuart, J. W. Ward, Henry West, M. West, William Winters, T. Winters, W. W. Winters, H. McGowan, W. W. Grinstead.

There was also in existence the Louisville Light Artillery, holding for the State four 3-inch rifled cannon, and 50 each of sets of accouterments, overcoats, blankets, knapsacks, haversacks, and canteens. Its roster was as follows:

LOUISVILLE LIGHT ARTILLERY.

COMMISSIONED OFFICERS.

Captain E. H. Morse.

First Lieutenant Stewart Owens.

First Lieutenant T. S. Evans.

NON-COMMISSIONED OFFICERS.

Sergeant W. K. Evans.
Sergeant G. S. Bowman.
Sergeant C. B. Bly.
Sergeant Oscar Davis.
Sergeant J. H. Munster.
Sergeant J. M. Fultz.
Corporal V. S. Wright.
Corporal T. P. Helm.
Corporal A. E. Mayers.
Corporal W. A. Howell.
Corporal E. B. Bodaker.

PRIVATEs.

N. P. Avery, Julius Bratz, G. W. Clarke, W. P. Clarke, A. W. Caldwell, W. P. Dolson, D. V. Fowler, A. F. German, G. W. Griffith, C. F. Huhlein, J. Hollingsworth, J. Heffernan, J. O. Hadlock, E. H. Hopkins, J. D. Kirby, Haden Miller, M. G. Munn, J. W. McCleery, A. V. Oldham, G. G. Palmer, R. D. Skillman, D. F. Stephen, J. W. Stewart, J. J. Sweeney, Henry J. Stuby, L. B. Smyser, H. C. Thornton, George E. Tuck, J. H. Vanarsdale, J. B. Watkins, M. J. Weisen, W. P. Watson.

Dear Cal the Land kindness your father Left
in my Hands is cheifly Turn and ~~and~~ Ready
to be returned Sum I have Registered and I have
at your Request payd ~~by~~ by a Later payd
Sum money for that business and not thinking
of this opportunity have not time to Draw up
your account Request the favor of you to
send me by the bearer James Bright ten
pound and this shall be your Receipt for
that Sum and you will oblige your omble
servant
Daniel Boone

N^o 5 I have a number of plots to Register at
the generel Court and am scarce of Cash
please to oblige me if possible J B
august the 23 1785

To Col William Christian

THE HISTORY OF LOUISVILLE.

CHAPTER I.

THE SITE OF LOUISVILLE.

The Louisville Plain. The Louisville Site Described. Its Primitive State. The Spotted Trees. The Ancient Course of the Beargrass. Corn Island. Its Remarkable History. Sand, Rock, and Goose Islands. Willow Run. The Odd-time Ponds—Remains of Them. Their Extension. The Sand Hills. Dr. Dade's Remarks Upon the Site of Louisville.

THE LOUISVILLE PLAIN,

occupying by far the finest plain in the northern and western parts of Jefferson county, is about twenty miles in length and six miles in breadth, lying immediately along the south shore of the Ohio river, without the intervention of hills and bluffs. The capability of the plain, by indefinite expansion of the city's site, to contain, if need be, ten millions of people, is thus evident. Mr. James Parton, in his article on the city of Cincinnati, published in the *Atlantic Monthly* for June, 1867, asserts that the so-called Queen City occupies the only site on the Ohio river where one hundred thousand people could live together without being compelled to climb very high and steep hills. But Mr. Parton, it is clear, had never visited Louisville; or chose to ignore his visit or the existence of the city. In no direction, indeed, except to the northward, has either Nature or political geography interposed a practical limit to the territorial growth of the chief city by the Falls of the Ohio.

Much of the surface of the Louisville plain consists of a clayey soil, of no great thickness. Underneath this is a substratum of sand, of thirty to forty feet depth. The hydraulic limestone and other rocks, with their characteristic fossils, within this plain and in the bed of the river, have been sufficiently considered in our chapter upon the Topography and Geology of Jeffer-

son county. Attention may just now be fitly called, however, as it has been called in other publications hitherto, to the superb facilities which the concurrence here of sand, clay, and hydraulic limestone offers for the ready, cheap, and abundant manufacture of brick and cement; while the magnesian limestone, which also abounds in this region, is justly well reputed as a workable and durable building stone. The characteristic element of these rocks, too, adds immeasurably to the fertility of the arable lands upon the plain.

THE LOUISVILLE SITE.

The part of this noble plateau occupied by the city of Louisville, in this year of grace 1882, is about five and three fourths miles in length, from that part of the modern bed of the Beargrass which lies close upon the east corporation lines, to the river bend at West Louisville; and three miles in greatest breadth, from the riverbank to the south side of the House of Refuge grounds. (It is just 2.73 miles, according to City Engineer Scowden, from the river to the House of refuge.) The city occupies, in round numbers, fourteen square miles. Its elevations and depressions are now very slight—much more so than in the early day, as we shall presently explain. The general level of the site is only from forty-five to fifty-five feet above low water at the head of the Falls, and seventy to seventy-five feet above low water at Portland; but this is quite enough, as the recent flood (of February, 1882) has demonstrated, to assure the whole city, except a narrow breadth of buildings along the river, from damage by the highest floods in the Ohio known to recorded history. The site may be said to be, on an average, five hundred feet above the level of the sea, with the hills or knobs

in the vicinity averaging a height of two hundred feet more.

The geological character of the Louisville site does not differ greatly from that of the larger plain upon which it is situated. It is a diluvial formation of surface clay, sand, and gravel, resting upon the limestone of the Silurian basin and the Devonian formation above. This easily suggests to the scientist that here is the bed of a very ancient and somewhat extensive river lake or estuary. The beds of clay and gravel here vary from twenty-five to seventy-five feet in depth.

ITS PRIMITIVE STATE.

When the gallant Captain Thomas Hutchins, erstwhile of His Britannic Majesty's Sixtieth regiment of Royal Foot, and by and by to be first and only "Geographer of the United States," made the earliest chart of the Falls and vicinity in 1766, and likewise when Clark came with his band of colonists a dozen years later, the view which met their eyes on the Kentucky shore was one which the rise of a great city, and even the change of nature's arrangement of land and water here, make difficult indeed to realize. The map of Hutchins's shows no human habitation or clearing about the Falls; for such there were none. All except the space occupied by greater or smaller sheets of water was dense woods, as his map indicates. Here grew the oak in several interesting varieties, the walnut and the hickory, the mighty poplar and the sycamore or buttonwood, the maple, wild cherry, hackberry, locust, buckeye, gum, and, in brief, almost if not quite every forest tree known to the deep woods of Kentucky. Colonel Durrett, in the Centennial Address already cited, enumerates the following veterans of the forest primeval that have survived the destroyer Time and the greater destroyer Man: "An oak in the backyard of Mr. Bottsford, on Chestnut street, another in that of Mr. Lindenberger, on Fourth, and a honey locust in front of the residence of Mr. Brannin, on Broadway, have come down to us from the olden times. In the yard of Mr. Caperton, the old Guthrie residence on Walnut street, there is the branchless trunk of a noble beech which died a few years ago, which stood there when Louisville was first settled; and in Central Park are a few hoary sentinels which have watched over us for a century."

BEARGRASS CREEK.

Some of the noblest of the forest monarchs stood upon the long tongue of land or peninsula between the former course of the Beargrass and the Ohio. There is some reason, which the excavations made for the ship-canal have tended to confirm, to believe that a still more ancient bed of this creek carried its waters yet further down, perhaps to disembogue them into the river at some point below the Falls. But it is within the memory of many now living that the stream, after joining its several headwaters near the present city limit, flowed thence in a westerly course, in a channel still to be recognized in places, one to two miles further, gradually approaching the river until it entered the Ohio about half a block below the present foot of Third street.* So lately as 1844 it was necessary to reach the river from any of the streets east of that by bridges across the Beargrass, which were thrown over at Clay, Preston, Brook, Second, and Third streets. The point made by the creek and the river formed one of the best landings on the city front. The Cincinnati mail-boats then, and for many years before, as now indeed, made that their point of arrival and departure; but they had to be reached by the Third-street or other bridge. Finally, the inconvenience and loss caused by this large occupation of valuable territory by the Beargrass became so pronounced that the diversion of its current was virtually compelled. This was easily accomplished by means of an embankment of less than half a mile, sending its waters by a short and straight channel into the river almost exactly at the northeastern corner of the city.

In the earlier days the mouth of Beargrass, so near the head of the Falls, offered a spacious, safe, and convenient harbor for the primitive craft that came down the river. It figures frequently in the narratives of the olden time, and this locality seems at first to have been known indifferently as "the Falls of the Ohio" and "the mouth of Beargrass." It is not improbable that the situation of the former mouth of this otherwise insignificant stream was an important element in determining the original settlement and the rise of a town at this point.

* See Hollis's fine Map of Louisville appended to the City Directory of 1832.

CORN ISLAND.

A little below the old mouth of Beargrass, not far from the foot of Fourth street, began another of the famous physical features of this locality, which has now disappeared, except at low water, when the stumps of the fine trees that once covered it can still be seen. This was the historic Corn Island, of which something will be said hereafter. It lay in a long and narrow tract, pretty close to the shore, from a little below Fourth street to a point about opposite to the foot of Thirteenth. According to the scale of Hutchins's map, which shows the island, it was about four-fifths of a mile long by five hundred yards in its greatest breadth. Besides heavy timber, it had a dense undergrowth of cane, which the Clark colonists were obliged to clear away for their cabins and their first corn-crop. This done, however, they had access to a rich, productive soil, which soon yielded abundant returns for their labor.

Mr. Hugh Hays, in an interesting letter to the *Courier-Journal* a few months ago concerning Corn Island, gives the following as from the mouth of Sandy Stewart, the well known "island ferryman" of three-quarters of a century ago:

Without any interruption from Indian, we landed on this island June 8, 1775. The scenery at this time was beautiful, and such as the eye of civilized man scarcely ever gazed upon. Here was the most beautiful Ohio, sweeping on down her peaceful shores in silent grandeur and flowing on for hundreds of miles to mingle her waters with old ocean. The odors of the wild flowers—the hawthorn, the honeysuckle, the jessamine, the rose, and lily; the green forest, where the eye was a stranger, in all its native beauty, filled up the background. The feathered tribe, from the eagle to the linnet, the sea-gull and the crane, sweeping over the Falls, turning up their snowy wings glittering in the sunlight; the buffalo, the bear, the deer lying under the trees in warm weather, perfectly serene, as they were strangers to the sound of the rifle and so unacquainted with man that their tameness astonished me. This spot in the wilderness seemed a very Eden, and as I had no boat to be tempted by the serpent, I resolved to take up my rest here, and never from this isle depart. Here will I be buried.

According to Mr. Hays, who visited the island in 1832 to attend a camp-meeting, it then comprised but about seventy acres, which were still heavily timbered. Of the small stream of water (yet apparently larger than the Beargrass), which Hutchins exhibits as coursing through the middle of the island, he says nothing; nor are we aware that anybody has ever recorded recollections of what appears upon the Captain's map to be a knoll or hill at the extreme southwestern end.

Mr. Hays writes that in 1824 a powder mill was put up on the island and blown up six years later, killing several employees; that about this time it became celebrated for "its barbecues, picnics, bran-dances, camp-meetings, fish-parties, etc.," in which many of the first people in the town participated; and that about 1840 the heavy timber was cut, and then the island began to lose its surface soil and gradually disappeared. Corn Island is now but a famous name in history. It was owned by the Hon. John Rowan, whose heirs, grimly remarks the venerable Hays, still own its rocky bottom.

The following notice is given to Corn Island in the *Louisville Directory* for 1844-45:

This small island, at the Falls, is rendered interesting only from the fact of its having served as a *dernier resort* for the early settlers, when too hotly pursued by the Indians. At the present day it is the usual resort of old and young who are fond of angling. The first rudiments of the very intricate science of worming a hook or pulling up at a nibble are here learned. The island is covered with trees and surrounded by quarries of limestone, which are not now used.

OTHER ISLANDS IN THE OHIO.

Sand, Rock, and Goose islands were in the stream then and for untold ages before, substantially no doubt the same as now. But there is at present one remarkable feature on the river front that was not then, and is indeed the growth of quite recent years—the now familiar Willow Bar, sometimes called Towhead Island, at the upper end of the city. It is a long, narrow tract, completely covered at high water, but at other times to be observed as stretching from just below the mouth of Beargrass to just below Campbell street. It has pretty nearly the dimensions of the older Corn Island, being three-fourths of a mile long by five hundred feet in largest width. Although one of its characteristic growths gives the island its name, it is chiefly covered with cottonwood trees, some of them nearly three feet through. Colonel Durrett gives the following account of its genesis:

The growth on this island clearly indicates how it rose from the water, and which are its oldest and newest parts. On its edges where there is always water nothing but willows appear; and this was the growth observed by our oldest inhabitants when the island first began to appear above the water. Willows first appeared on a sand-bar, and when once established they caught the sediment suspended in the waters made muddy by floods, and gradually built up the island. So soon as the soil rose high enough to be part of the year above water the cottonwood began to grow. And now that the soil is almost above overflow other trees are beginning to grow, such as sycamore, hickory, and ash. The soil

ment now being caught from the food, by the dense growth on this island, most soon reach it entirely above ground, and then a still greater variety of trees will no doubt soon spring up.

THE OLD-TIME PONDS.

No fact of the early time, probably, is more familiar than the abundance of small lakes or ponds upon the primitive site of Louisville, and indeed upon the entire Louisville plain, from Beargrass to the Salt river, of which the "Pond Settlement" is still a reminiscence. A few of the old ponds are also still to be seen beyond Broadway, in the south part of the city. But in the old days they were found, larger and more numerous, much nearer the river, and all along the town-site. The upper or "second bank" of the river had a slight slope to the southward; and the soil being sufficiently tenacious to prevent the water from escaping, it made much of the ground swampy, and in some places collected more largely in ponds. One of them was very well called the "Long Pond," since it stretched from the point where now are the corners of Sixth and Market streets to the Hope Distillery site, about Sixteenth street—a distance of nearly a mile. For many years after it was drained, traces of it were still to be seen, as in an alley running from Seventh street, between Market and Jefferson. Mr. Casseday's History has some pleasant reminiscences of it:

In the winter, when it was frozen over, this little lake was the scene of many a merry party. On the moonlight evenings, numbers of ladies and gentlemen were to be seen skimming over its surface, the gentlemen on skates and the ladies in chairs, the backs of which were laid upon the ice and the chairs fastened by ropes to the waists of the skaters. And thus they dashed along at furious speed over the glassy surface; beaux and belles, with loud voices and ringing laughter, and the merriment of the occasion was only increased when some dashing fellow, in his endeavors to surpass in agility and daring all his competitors, fell prostrate to the ice, or broke through into the water beneath.

Gwathmey's or Grayson's pond was the one upon which the old Grayson mansion, still standing near St. Paul's church, looked down from its eminence on the bank. It reached in a rather long ellipse from Center street, just back of the First Presbyterian church, along Green and Grayson to a point near Eighth street. The water of this pond was supplied by springs, and, being always clear and pure, it was much used for baptisms by immersion, for whose spectators the turf-covered, sloping banks offered superior facilities. It was also excellently stocked with

fish, which were carefully guarded by its owners.

It was surrounded by some of the loftiest, finest trees upon the Louisville site.

The writer of a brief history of Louisville, in the City Directory for 1844-45, has the following entertaining paragraphs concerning this and another pond:

There are some amusing reminiscences of Grayson's Pond. We have it from a citizen who well remembers the outlines of this pond. Great numbers of tortoises or small turtles were found about this pond. Thither also came to enjoy its luxuries large flocks of geese and ducks. The battles between these different tribes are described as being very amusing. The turtle would take to the water and sail along very slowly, and settling beneath the surface, await the approach of the duck, at which time he would seize the duck by his feet and draw him under water. The struggle generally resulted in favor of the feathered combatant, who, on regaining the surface, would set up such shouts as to collect the whole flock around him in a grand congratulatory quacking convention.

This pond, well shaded by the native forest-trees, became a favorite resort of many, to while away the hours of a sultry day on its banks. It was always clear, and had a sufficient depth of water, the driest season, to swim a horse in.

Another pond at this period (1800), and a very disagreeable one, was to be met with at the intersection of Third and Market streets, extending along Third street to nearly opposite the site of the present post-office [Green street]. A tannery on Third street, which discharged its waste water into this pond, rendered it at times nearly impassable, except by mounting a rail-fence, which enclosed the lot where the White mansion now stands. The wagons from the country often stalled at this point.

Still another was on Market street, from Third to Fifth; another on Jefferson, near Fourth; and many others were scattered far and near over the watery tract. Indeed, Mr. Casseday, writing in 1852, says: "A map of the city as it was sixty or even thirty years ago, would present somewhat the appearance of an archipelago, a sea full of little islands."

Some of the ponds, as part of those last named, had only water in them after rain, perhaps only after heavy rain; and the consequence was that they were usually in various stages of stagnation or dryness. They abounded in ironweed and other characteristic vegetation. A vast amount of malaria and miasm was engendered by them; fever and ague, with more deadly ills, and finally a more terrible pestilence in 1822-23, made life a burden in Louisville a large part of the year; and it early came to bear the name of "the Graveyard of the Ohio." So great was the affliction resulting from them that in 1805 the General Assembly gave formal authority to the trustees of the town to remove "those nuisances

in such manner as the majority of them should prescribe." The legal authority was ample and the spirit of the citizens was willing; but the public purse was weak, and it was long before the "nuisances" were abated. After the strange epidemic of later years the Legislature, at the urgency of the local Board of Health, sanctioned the raising of the sum of \$40,000 by lotteries for draining the Louisville ponds and those between them and the Salt river. The work was mostly done on the town site, but those below town had to wait for more recent appropriations, which finally shut up most of their holes of death.

In the filling of the ponds certain moderate eminences, here and there about town, came excellently well into play. They were of clean, white sand, than which no better material, probably, could be found for making fills in the basins of stagnant or other ponds. By their use a double purpose was subserved, in the reducing of useless knolls and the filling of harmful hollows.

DOCTOR DRAKE'S REMARKS.

The famous Dr. Daniel Drake, for a time a resident of this city, in his great treatise on the Principal Diseases of the Interior Valley of North America, published in 1850, thus deals with the location of Louisville:

The site of the city itself was swampy, with shallow ponds, and although more than seventy years have elapsed since the commencement of settlement, specimens of both may be seen within two miles to the south and west of the city quay, for the draining of which a trench has been dug. Even the streets of the southern suburbs show a soil retentive of moisture and disposed to swampiness, while the surface is so level as to render all draining difficult. To the southeast of the city the creek called Beargrass descends from the highest lands, and being joined by streams which originate on the plain, flows to the north along the base of the low hills, until it reaches the new bottom, when it turns to the west and, like a narrow canal, makes its way for a mile nearly parallel to the river, which it finally joins at the middle of a northern margin of the city. The water in the estuary of this creek is generally foul and stagnant; and the slip of bottom between it and the river is sometimes overflowed. A quarter of a mile from the mouth of Beargrass, opposite the lower part of the city, is the head of the Louisville & Portland Canal, which, after running two miles, enters the Ohio below the Falls. The bed of the canal is in solid rocks, the removal of which has given it high and strong banks, but on each side, and especially between it and the river, after the first mile from its head, the bottom is so low as to be subject to annual inundation. On this bottom, immediately above the junction of the canal with the river, stands the old, decaying village of Shippingport. Below the junction, on a bank so high that even its most depressed portions are inundated by the greater floods, the newer and more grow-

ing town of Portland, in the rear of which, to the south, there are many small ponds and swamps, situated on the upper terraces.

The city has since, under the guidance of intelligent and efficient Boards of Health, bravely reformed nearly every element of bad sanitation provided by the physical geography of the site; and it now, as we shall fully show in a subsequent chapter, enjoys perhaps the lowest death-rate of any city of more than one hundred thousand inhabitants in the world.

CHAPTER II.

BEFORE LOUISVILLE WAS.

1774—The Beginnings. Geography of the Bullitt Family. Captain Thomas Bullitt. The Surveying Party—Hancock Taylor—Bullitt at Old Chillicothe—The Voyage—The Survey—Did Captain Bullitt Lay off a Town?—Sodowky, or Sandusky—Connolly's Grant—Connolly—The Wartenstaff (Wartenstoff) Patent—Colonel John Campbell. 1774—Boone and Stoner at the Falls. 1775—More Surveys and Locations—The Hites and Others in this Region. 1769-77—Gibson and Lion's Voyage to New Orleans—The First Cargo from New Orleans to Pittsburg. 1778—The Beginnings of Settlement. Sketch of George Rogers Clark—His Campaign in the Illinois—The Families with Clark—The Roll of the Pioneers—The Hites and Johnston—Military Preparations—Departure of Clark's Expedition. The Settlers in 1779—The New Immigration—The Old Survey and Map—The Popes—Colonel Bowman's Expedition—The First Birth in Louisville—The Boones at the Falls—An Amusing Story—The Cold Winter.

The history of Louisville, not as a name, but as a place for the residence of civilized and white man, begins nearly eleven decades ago, or with the year of our Lord 1773. We find no evidence that a village, or a village site, to be known by the royal name of the "City of Louis," was laid off or recognized at the Falls of the Ohio prior to the act of the Virginia Legislature, passed in May, 1780, which, as we shall presently see more fully, expressly and in terms "established a town by the name of Louisville." But the fact of a previous survey at the Falls, and of a subdivision of some kind into village lots, may be regarded as equally well ascertained.

THE BULLITT FAMILY.

The family of Bullitt is associated with the earliest settlement of Louisville and Jefferson

county, and has been continuously represented there from that time to the present.

This circumstance, taken in connection with the fact that Captain Thomas Bullitt led the first party who made an attempt at exploration around the Falls of the Ohio, will excuse a sketch of the family rather more extended than the scope of this work generally permits.

The facts relating to the origin and ancestry of the family are obtained from a sketch prepared by Colonel Alexander Scott Bullitt, which is without date, but was found among his papers at his death in the year 1816.

The first known ancestor of the family of Bullitt was Benjamin Bullett (so spelled at that time), a French Huguenot, who resided in the province of Languedoc, and who, at the age of twenty-five, left France to escape the persecutions which followed the revocation of the Edict of Nantes. He landed in Maryland in the latter part of the year 1685, and purchased lands near Port Tobacco, Charles county. He died in the year 1702, leaving one child, a son, Benjamin Bullitt, then but two years of age. He resided in Maryland with his mother until he became of age, when, having sold his patrimony, he purchased lands and settled in Fauquier county, Virginia, where, in 1727, he married Elizabeth Harrison, of that county. By her he had five children—Joseph, Elizabeth, Thomas, Benjamin, and Cuthbert. Joseph died a bachelor. Benjamin was killed in an engagement with the Indians shortly after Braddock's defeat. Elizabeth married a Mr. Combs, and left a numerous family.

Thomas Bullitt, the survivor who visited the Falls of the Ohio in 1773, was born in 1730, and died at his home in Fauquier county, Virginia, in February, 1778, at the age of forty-eight years. He was never married, and left his estate to his brother Cuthbert.

Cuthbert Bullitt (second in descent from the original ancestor) was born in 1740, and was bred to the law. In the year 1760 he married Helen Scott, of a wealthy family, in Prince William county, to which he removed, and in which he resided until his death. He pursued the practice of law with considerable success until he was appointed a judge of the supreme court of Virginia, in which office he died in the year 1790. He left six children. The only son, who

settled in Kentucky, was Alexander Scott Bullitt.

He (third in descent from the original ancestor) was born in the year 1761 or 1762. He came to Kentucky in 1783 and settled first on Bull Skin, in Shelby county, but believing that he was too far removed from the Falls of the Ohio, he purchased the farm "Oxmoor," in Jefferson county, about eight and one half miles from Louisville, on the Shelbyville turnpike, where he lived until his death, on April 13, 1816. He married Priscilla Christian in the fall of 1785. She was the daughter of Colonel William Christian, who settled in Kentucky in the spring of 1785 and was killed in an engagement with the Indians April 9, 1786, at the age of forty-three years. Her mother was Annie Henry, a sister of Patrick Henry. They left two sons, Cuthbert and William Christian Bullitt, and two daughters, Helen and Annie. These are now all deceased, and with the exception of Helen (who was Mrs. Key at the time of her death) have left descendants, a number of whom still live in Louisville and Jefferson county.

The distinguished merchants, Cuthbert and Thomas Bullitt, who settled at an early day in Louisville, and who owned a large survey of about a thousand acres, running back from Broadway and embracing what is now the most fashionable residence part of the city, were descendants of Benjamin Bullitt and nephews by the half-blood of Cuthbert Bullitt.

CAPTAIN BULLITT.

The principal name associated with the first movements in this locality looking to the permanent settlement of the whites is that of Captain Thomas Bullitt, of this family, as is recited above. He was a gallant soldier of the French and Indian wars, who had particularly distinguished himself in the expedition against Fort Du Quesne. He was a company commander in Colonel George Washington's own regiment, and fought with it on the fateful field of Braddock's defeat, and in several other engagements. He was, says Collins, a man of great energy and enterprise, as he showed on several important occasions. He was an uncle of Colonel Alexander Scott Bullitt, a delegate to the convention which framed the constitution of Kentucky, President of the Senate and of the second Constitutional convention, and first Lieutenant-

Governor of the State, and long a resident of Jefferson county, and from whom the adjacent county of Bullitt is named. Colonel Bullitt's descendants are still among the most prominent residents of the city whose distinguished fore-runner he was. The Captain is mentioned in the writings of General Washington, who knew him well, as a skilled and judicious surveyor, entirely to be trusted for his fitness for the task now before him.

The following extract from the paper of Colonel Alexander S. Bullitt above mentioned (and now for the first time published), gives a general view of the life and character of Captain Bullitt:

Thomas Bullitt was born in 1730. He entered early into the army, and was appointed a captain in the first Virginia regiment that was raised at the commencement of the French war and commanded by General Washington, at that time a colonel. He commanded in person a skirmish at Laurel Hill, but was defeated after an obstinate contest. He was present at the head of his company at the battles of the Meadows, Braddock's defeat, and Grant's defeat, and at all times supported the reputation of a brave citizen, but a difference, which took place between him and General Washington, at that time Colonel Washington, not only retarded his promotion in that war, but was of infinite disadvantage to him all the remaining part of his life.

The accident which gave rise to the difference was as follows: Two detachments from Colonel Washington's regiment, one commanded by himself, were out upon the frontiers endeavoring to surprise a detachment of French troops from Fort Du Quesne, now Fort Pitt. But instead of falling in with the French, they met themselves, and the day being remarkably dark and foggy, each party mistook the other for the enemy, and a very warm fire was immediately commenced on both sides. Bullitt was one of the first who discovered the mistake, and, running in between the two parties waving his hat and calling to them, put a stop to the firing. It was thought and said by several of the officers, and among others by Captain Bullitt, that Colonel Washington did not discover his usual activity and presence of mind upon this occasion. This censure thrown by Captain Bullitt upon his superior officer, gave rise to a resentment in the mind of General Washington which never subsided.

At the close of the French war the Virginia troops were all disbanded, but Captain Bullitt was still retained in service upon half-pay, and appointed adjutant-general to the militia of the State of Virginia, in which office he continued until the commencement of the Revolution, when the United States being divided by Congress into districts, Captain Bullitt was appointed adjutant-general of the southern district with the rank and pay of a colonel. His first services after this appointment were in the lower parts of Virginia. Lord Dunmore had taken possession of a post called the Great Bridge, which lay at some miles distance from Norfolk and was a pass of great consequence, being the only way by which the town could be approached from that part of the country occupied by the American troops. About two thousand men under the command of Colonel Woodford (assisted by Colonel Bullitt) were detached to dispossess them. Marching down, therefore, to the opposite side of the bridge,

Woodford's detachment began to fortify themselves also, with nothing but the baggage and a causeway over the Tidal Swamp between them and the enemy. Dunmore determined to dislodge them from this post, and accordingly, on the morning of the 6th of December, 1775, dispatched Captain Fordice upon that service, at the head of about eight hundred men, consisting chiefly of refugees, Tories, and negroes, and Captain Fordice's company of grenadiers. Colonel Woodford, who thought it impossible that Dunmore would attempt to force his lines with such inferior force, and who expected nothing less than an attack, was absent from the lines and did not get up until the action was over.

Colonel Bullitt took command of the intrenchment. The refugees, Tories, and negroes fell into confusion and retreated at the first fire. The gallant Fordice at the head of his grenadiers, amounting to about sixty, though deserted by the rest of the detachment, still continued to advance boldly across the causeway with fixed bayonets to within fifteen feet of the breastworks, where he fell pierced with seventeen balls. The rest of his men were either all killed or taken. Dunmore found it necessary to leave the State of Virginia shortly after this action, and Colonel Bullitt was detached to South Carolina, where he served the campaign of 1776 as adjutant-general to the army commanded by General Lee. This was his last campaign.

For, returning northward to join General Washington's army, but not meeting with the reception or promotion from his Excellency to which he thought himself entitled from his long service, he resigned his commission and retired to his house in Fauquier, where he died February, 1778, at the age of forty-eight years, leaving his estate, which he had rather impaired than bettered, to Cuthbert Bullitt, the only one of his brothers that married.

THE SURVEYING PARTY.

In the spring of 1773 Captain Bullitt was commissioned by Lord Dunmore, Governor of Virginia, to proceed to the Ohio and make in its vicinity surveys for the location of several land warrants granted by the Government, in pursuance of the law assigning bounty lands, to be located on the Western waters, to the soldiers of Virginia in the French and Indian war. Another authority in the shape of a special warrant or commission had been given him by the venerable college of William and Mary, at Williamsburg. A copy of this remarkable document is here appended, for the first time in print, by the courtesy of Colonel Thomas W. Bullitt, of Louisville, possessor of the original:

WHEREAS, Thomas Bullitt hath produced unto us, the President and Masters of the College of William and Mary in Virginia, two bonds, one bearing date the 11th day of March, one thousand seven hundred and sixty-nine, and the other the 13th day of May, one thousand seven hundred and sixty-nine, and certain other papers by which it appears that the said Thomas Bullitt was appointed surveyor of a certain part of or a certain district in the colony of Virginia aforesaid; and

WHEREAS, The commission for the said surveyorship, granted by the said President and Masters to the said

Thomas Bullitt, was, as we are informed, unfortunately killed, we do hereby certify that it appears to us as well from the original book of the transactions of the said Trustees and Masters as from the testimony of Emanuel Jones, Bachelor of Arts, and one of the said Masters, that the said part or district of the Colony of Virginia, now situated lying and being on the river Ohio. In witness whereof we have caused the seal of said college to be fixed this 24th day of October, in the year of our Lord 1772.



JOHN CAMPBELL, PR.
EMANUEL JONES,
T. CAMPBELL,
SAMUEL NORTON.

I certify that the foregoing is a true copy of a paper found by me among the papers of my grandfather, Alexander Scott Bullitt, transmitted to me by my father, William C. Bullitt. The signature of the President is mistaken but I think it is Campbell.

THOMAS W. BULLITT.

Bullitt's party was composed of himself and Abraham Haptonstall, who settled in this county and was residing here until 1814, at least; James Sodowsky (or Sandusky), from whom, or whose family, Sandusky in Ohio takes its name, and whose sons were residing in Bourbon county as late as 1843; James Douglass, deputy surveyor, and another pioneer in Bourbon county; John Smith, who was residing half a century afterward in Woodford county; with John Fitzpatrick, Ebenezer Severns, and others, of whom very little is now known. With this little company he made his way across Virginia to the mouth of the Kanawha, where he fell in with the company of James, George, and Robert McAfee, sons of James McAfee, Sr., of Botetourt county, who had resolved, a year or two before, to prospect the fertile wilderness south of the Ohio for a new home. In this company were also a brother-in-law, James McConn, Jr., and his cousin, Samuel Adams. With them were also a third party, whom they had overtaken by concerted arrangement as they descended the Kanawha in two canoes on the 28th of May.

The head of this company was the distinguished pioneer surveyor in Kentucky, Hancock Taylor, of Orange county, Virginia, brother of Colonel Richard Taylor, who was father of General Zachary Taylor, a resident of Louisville in his early life, and afterward the hero of the Mexican war and President of the United States. Hancock Taylor was an assistant or deputy surveyor under Colonel William Preston, who was the official surveyor of the great county of Fin-

castle, Virginia, of which the Kentucky country was still a part. After making extensive surveys in the interior, he was attacked by the Indians the next year while surveying a tract for Colonel William Christian, near the mouth of the Kentucky river, and mortally wounded by a rifle shot. Two of the party, one of whom was Gibson Taylor, probably a relative, and the other Abraham Haptonstall, formerly of Bullitt's company, tried to extract the ball with a pocket-knife, but could not, and soon afterwards, as the party was returning from the country under a warning sent from Dunmore by the hands of Boone and Stoner, who piloted them out of the wilderness, he died of the wound near the present site of Richmond, Madison county, and was buried in a well-marked spot, about one and three-fourths miles south of the Richmond courthouse. Four years previous to the expedition of 1773, Taylor had gone down the Ohio and Mississippi with his brother Richard, our old friend Haptonstall, and a Mr. Barbour, on a visit to New Orleans, whence they returned home by the Gulf and Atlantic.

Other members of the Taylor party were Matthew Bracken, from whom Bracken creek and county get their names, Jacob Drennon, afterwards of Drennon Springs, Henry county, and Peter Shoemaker. Several of the party, including Taylor, Bracken, and Drennon, about two months afterwards (on the 3d of August) joined the Bullitt party at or near the Falls of the Ohio.

The three companies, meeting at the mouth of the Kanawha on the 1st of June, and about to embark upon the waters of the great river, whose banks might be lined on both sides with blood-thirsty savages, very naturally joined their forces and their equipment of boats. Their preparations completed in a few days, they floated out on the broad bosom of La Belle Riviere, and entered upon the final stage of the journey to the Promised Land.

AN EPISODE.

The leader was not with them, however. Farther-sighted than the rest, very likely, he realized the significance of the steps now being taken, as precedent to the overrunning of the Indian hunting-grounds by the settlements of civilization, and the importance of conciliating at the outset, if possible, the red tribes whose rights

* The seal attached is surmounted by the words, "Sig. Collegii R. et R. Gulielmi et Mariae, in Virginia." The seal itself represents a view of a handsome building.



seemed to be thus invaded. At the mouth of the Kanawha he left the party for a few days, and, unattended and alone, pushed his way across the rugged hills and deep valleys, and through the howling wilderness of Southern Ohio, until he reached the principal village of the Shawnees, at Old Chillicothe, one or two miles north of the present site of Xenia. The story is told in an interesting and graphic way by Marshall, the first historian of Kentucky. He says:

On his way to Kentucky, Bullitt made a visit to Chillicothe, a Shawnee town, to hold a friendly talk with those Indians on the subject of his intended settlement, and for the particular purpose of obtaining their consent to the transaction. He knew they claimed the right of hunting in the country a right to them of the utmost importance, and which they had not relinquished. He also knew they were brave and indomitable, and that, if they were so disposed, they could greatly annoy the inhabitants of the intended settlement. It was, therefore, a primary object in his estimation to obtain their consent to his proposed residence and cultivation of the lands. To accomplish this he left his party on the Ohio and traveled out to the town unattended, and without announcing his approach by a runner. He was not discovered until he got in to the midst of Chillicothe, when he received a large flag, handkerchief, as a token of peace. The Indians, with astonishment a stranger among them in the character of an ambassador, for such he assumed to be, for they, notwithstanding any intimation of his intended visit. Some of them collected about him, and asked him, "What news? Was he from the Long Knife? and why, if he was an emissary, had he not sent a runner?"

Bullitt, not in the least intimidated, replied that he had no bad news—he was from the Long Knife—and, as the red men and white men were at peace, he had come among his brothers to have a friendly talk with them about living on the other side of the Ohio; that he had no runner swifter than himself, and that he was in haste, and could not wait the return of a runner. "Would you," said he, "if you were very hungry, and had killed a deer, send your squaw to town to tell the news, and await her return before you eat?" This put the bystanders in high good humor, and gave them a favorable opinion of their interlocutor. And, upon his desiring that the warriors should be called together, they were forthwith conveyed, and he promptly addressed them in the following speech, extracted from his journal:

"BROTHERS, I am sent by my people, whom I left on the Ohio, to settle the country on the other side of that river, as low down as the Falls. We come from Virginia. The king of my people has bought from the nations of red men both north and south all the land; and I am instructed to inform you and all the warriors of this great country, that the Virginians and the English are in friendship with you. This friendship is dear to them, and they intend to keep it sacred. The same friendship they expect from you, and from all the nations to the lakes. We know that the Shawnees and the Delawares are to be our nearest neighbors, and we wish them to be our best friends as we will be theirs.

"BROTHERS, and I am getting by the river of my people given for the land which I and my people are going to settle. This was hard for you. But it is agreed by the great men who own the land that they will make a present both to the

Delawares and the Shawnees the next year and the year following that shall be as good.

"Brothers, I am appointed to settle the country, to live in it; to raise corn, and to make proper rules and regulations among my people. There will be some principal men from my country very soon, and then much more will be said to you. The Governor desires to see you, and will come out this year or the next. When I come again I will have a belt of wampum. This time I came in haste and had not one ready.

"My people only want the country to settle and cultivate. They will have no objection to your hunting and trapping there. I hope you will live by us as brothers and friends. You now know my heart, and as it is single toward you, I expect you will give me a kind talk, for I shall write to my Governor what you say to me, and he will believe all I write."

This speech was received with attention, and Bullitt was told that the next day he should be answered.

The Indians are in the habit of proceeding with great deliberation in matters of importance, and all are such to them which concern their hunting.

On the morrow, agreeably to promise, they were assembled at the same place, and Bullitt being present, they returned an answer to his speech as follows:

"OLDEST BROTHER, THE LONG KNIFE. We heard you would be glad to see your brothers, the Shawnees and Delawares, and talk with them. But we are surprised that you sent no runner before you, and that you came quite near us through the trees and grass a hard journey without letting us know until you appeared among us.

"Brothers, we have considered your talk carefully, and we are glad to find nothing bad in it, nor any ill meaning. On the contrary, you speak what seems kind and friendly, and it pleased us well. You mentioned to us your intention of settling the country on the other side of the Ohio with your people. And we are particularly pleased that they are not to disturb us in our hunting, for we must hunt to kill meat for our women and children, and to have something to buy our powder and lead with, and to get us blankets and clothing.

"All our young brothers are pleased with what you said. We desire that you will be strong in fulfilling your promises toward us, as we are determined to be straight in advising our young men to be kind and peaceable to you.

"This spring we saw something wrong on the part of our young men. They took some horses from the white people. But we have advised them not to do so again, and have cleared their hearts of all bad intentions. We expect they will observe our advice, as they like what you said."

This speech, delivered by Girty, was interpreted by Richard Butler, who, during the stay of Captain Bullitt, had made him his guest and otherwise treated him in the most friendly manner. But, having executed his mission very much to his own satisfaction, Bullitt took his leave and rejoined his party, who were much rejoiced to see him return.

He made report of his progress and success, and his comrades, with light hearts and high expectations, launched their keels on the stream which conveyed them to the shore of Kentucky and the landing before spoken of.

THE VOYAGE.

Captain Bullitt found his people at the mouth of the Scioto, and went on with them. On the 22d of June they reached Limestone Point, now

Maysville, upon whose site there was not yet block-house or cabin, nor was there for eleven years to come. Here they rested for two days, and hence Robert McAfee, encouraged thereto by the safe though solitary journey which Captain Bullitt had just made through the Indian country, pushed alone up Limestone creek into the interior, across the country to the North fork of Licking, down that stream twenty to twenty-five miles, thence across the hills of the present Bracken county to the Ohio, where he hastily constructed a bark canoe, and the next day (January 27th) overtook his companions at the mouth of the Licking, opposite the site of Cincinnati. The party must also have been delayed here for a time, probably inspecting the superb sites for towns and cities upon the plain on either side of the Ohio at this point. At all events they made easy-going progress down the river, since on the 4th of July (not yet the "Glorious Fourth," or Independence Day) they had not gone beyond the Big Bone lick on the Kentucky shore, a few miles below the mouth of the Great Miami. They spent this day and the next at the lick, where the huge bones of the mastodon and other gigantic beasts of the geologic ages lay about in great numbers, and of such size as to serve the adventurers for tent-poles and seats. The second day thereafter they reach the mouth of the Kentucky, where the parties separate. The Hancock and McAfee companies, now substantially one, since their aims and purposes were similar, and in their union there would be needed strength in a hostile land, go up the Kentucky to the Frankfort region, beyond which this narrative need not pursue them. Bullitt and his following kept on down the Ohio, and on the next day (July 8th, let it be remembered) pitched their camp just above the old mouth of Beargrass creek, perchance exactly at the foot of the present Third street, in the busy and beautiful city of Louisville. It was then, it is needless to say, a swamp, thicket, and forest, with nothing but furred or feathered, winged or scaly inhabitants; and the new-comers were the *avant-couriers* of the thronging thousands of the pale-face who have since populated the fertile valley.

THE SURVEY.

Little is known of the details of Captain Bullitt's encampment and labors here and hereabout

in the summer of 1773. There is a tradition, according to Casseday's History of Louisville, that three years before this time parties who were probably sent by Lord Dunmore came to the Falls of the Ohio and made surveys of the adjacent country, with a view to its occupation as bounty lands. We are unable to find the story corroborated by any other historians of the city or the State, and incline quite positively to think that it can not be supported. At all events, the adventurous surveyor found no claims conflicting with the enterprise with which he was charged, and he went fearlessly and energetically about his duty. For six weeks in the sultry midsummer he and his men carried the chain and planted the theodolite upon the beautiful plateau adjoining and below the Falls and up the fertile valley of the Salt river, which they penetrated at least as far as to the famous Lick, three miles from Shepherdsville, which takes its name from the gallant captain, and is in a county which also bears the Bullitt name. Here the first salt-works were erected in Kentucky, and from the mineral characteristic of the Lick Captain Bullitt gave the title to this river, far more renowned in politics and local history than in navigation. The historical sketch appended to the Directory of Louisville for 1838-39 says: "He made a treaty of relinquishment of the land with the Indians on his route, and laid out the town on its present site, but made no settlement on the land, and died before that was effected." We have been unable to find any confirmation of the former part of this statement.

Bullitt continued to make his headquarters about the mouth of the Beargrass, where he could conveniently communicate with any parties that might be passing on the river, or that might come out of the wilderness to the Falls of the Ohio. By night, says Collins, he retired for safety "to a shoal above Corn island." In the fourth week after his arrival, about the 3d of August, he and his party were gladdened by the reunion with them of Mr. Hancock and two others of his company, who had parted from the McAfee expedition, far up the Kentucky river, on the last day of July. His work finally done, he then returned to his home in Virginia.

DID CAPTAIN BULLITT LAY OFF A TOWN?

The general statement is that during its stay the surveying party staked off lots for a village

plat somewhere upon a tract now included within the limits of Louisville; and some writers go so far as to say that Captain Bullitt, in this year of grace 1773, laid out "the town of Louisville." Mr. Collins says the like in no less than five places in his history, and in two of them (pages 371, 666, vol. ii., *History of Kentucky*), but without undertaking to name the town, he fixes the date of the survey definitely as August 1. A few pages previously, however, when dealing with the beginnings at Louisville, this author acknowledges that the reference in the creative act of 1780 to "the owners of lots already drawn," and to "those persons whose lots have been laid off on his [John Campbell's] lands," may refer no further back than to a then recent laying-off of "a considerable part thereof [viz: John Connolly's tract] into half-acre lots for a town," which are also words from the act. He says, truly enough, that "the only proof that any lots were sold thereunder [the reputed Bullitt survey] is entirely inferential and uncertain."

We are satisfied, indeed, that the vague testimony of Jacob Sodowsky, contributed in a letter to the second volume of the *American Pioneer*, published in 1843 and repeated in the eleventh volume of the *Western Journal*, is not sufficient to support the theory of a Louisville or other town plat about the Falls in 1773. Nothing of the kind, so far as ascertained, was contemplated in the instructions of Lord Dunmore to Bullitt; no record of it has come to light in the diaries or letters of the time, or in subsequent official records of the survey; no mention is made of it by the immigrants of 1778 or the surveyors of 1779, who certainly would have come upon the stakes or other evidences of the survey, if it had been made; and tradition, as well as the land registers, is utterly silent as to the precise location of any such town. The language of the act of 1780 does not require survey of a village plat here in 1773, or at any time, indeed, except, at the latest, a period just before the passage of the act. On the contrary the language of the law is expressly that, not a surveying party or transient party of speculators, but "sundry inhabitants of the county of Kentucky have, at great expense and hazard, settled themselves upon certain lands at the Falls of the Ohio, and have laid off a considerable part thereof into half-acre lots for a town." The

further mention of "the owners of lots already drawn," and of "those persons whose lots have been laid off on Colonel Campbell's land," may as well refer to operations of 1778-79 as to the disposition of lots in any supposititious town of 1773. On the whole, we entertain no doubt that any half-acre or smaller subdivisions of the soil here date from some time contemporaneous with or posterior to the removal of Colonel Clark's settlers of 1778 from Corn Island to the mainland, and that there is no trustworthy foundation for belief in a Louisville of five or more years before. The survey stated in the act was in all probability Bard's in 1779, of which a rude map, dated April 20, of that year, has been preserved.

SODOWSKY.

A word further about Sodowsky, or Sandusky. It is a name somewhat noted in the history of Kentucky, and probably gave origin to the name Sandusky in Ohio. It was originally Sodowsky, but became corrupted into "Sandusky." In the *American Pioneer*, volume II., page 326, the autographs of two of the brothers appear, one of whom signed "Isaac Sodowsky," and the other "Jacob Sandusky." Their father, James Sandusky, as their letter to the *Pioneer* says, "came down the river in 1773, and again in 1774, with Hight [Hite] and Harrod. In the first trip they went down as far as the Falls, and returned. In the last they went down to the mouth of the Kentucky river, and up that stream to Harrod's station, where they cleared land and planted corn. This was the first improvement in Kentucky; but that settlement was broken up by the Indians. It may be worth mentioning that these trips were both made in pirogues or large canoes." He afterwards settled in Bourbon county, where James Sandusky, one of the brothers, was still living in 1843.

CONNOLLY'S GRANT.

On the 16th of December, 1773, according to Dr. McMurtrie and the writers generally (Colonel Durrett, however, says September in his Centennial Address), a patent of two thousand acres of the present site of Louisville, beginning about on the line of First street, and thence southward, including the sites of Shippingport and Portland, was issued by the British Crown to Dr. John Connolly (often spelt Connally), a "surgeon's mate," or assistant surgeon, in modern military

parlance, in the general hospital of the Royal forces in America. It is believed that the lines of this tract were run by Captain Bullitt in the summer of the same year; and certain of the writers aver that his prime object in coming to the Falls was to survey for Connolly—who had the tract in view, although it was not yet patented to him—as well as for others. Connolly took the land, as one statement goes, under a proclamation of George III. in 1763, granting land-warrants as bounties to soldiers in the French and Indian war, which had shortly before been concluded. Another theory is that while the latent forces of the Revolution were gathering and developing, and the colonies were muttering their discontent, he agreed with Governor Dunmore to secure a strong British interest among the whites and Indians of the border, in consideration of two thousand acres of land, to be obtained by the Governor for him at the Falls of the Ohio.

This original private owner, so far as is known, of the most important part of the site of Louisville, was born and brought up near Wright's Ferry, in Pennsylvania. His sire was a farmer on the Susquehanna; his mother, before her marriage to the elder Connolly, was a Quaker widow named Ewing. He traveled considerably in his youth through the wild Western country, and at Pittsburg, a few years before the Revolution opened, he fell in with Lord Dunmore, then Governor of Virginia. It was then, it is said, that he made the contract with the Governor before related. November 5, 1775, Dunmore commissioned him lieutenant-colonel commandant of the Queen's Royal Rangers. He was then provided with the secret instructions hereafter mentioned, authorizing him to raise a complete Tory regiment at Pittsburg or Detroit, and with it organize an expedition.

Connolly was a nephew of Colonel George Croghan, the British Indian agent who passed the Falls in 1765, on a mission to the Western tribes. He resided at Fort Pitt, or Pittsburg, and is mentioned in General Washington's journal for 1770 as well acquainted with the lands south of the Ohio, where he no doubt held large tracts, including this interest in the site of Louisville. Early in 1774, with a captain's commission, he had been sent by Governor Dunmore to assert the claims of that colony over the Pittsburg

region, and take possession of the country bordering upon the Monongahela, in the name of the King. He was an artful, ambitious, and intriguing fellow, well fitted for such a service, and at once issued a proclamation calling upon the people in and about Redstone Old Fort and Pittsburg to assemble about the 25th of January, to be enrolled in the Virginia militia. Arthur St. Clair, afterwards General and Governor of the Northwest Territory, was, however, upon the ground as representative of the proprietors of Pennsylvania, which had a prior claim upon that region, and he arrested Connolly before the meeting occurred, and shut him up in prison. He was presently released, upon his promise to deliver himself up again. This he failed to do; but on the contrary reappeared at Pittsburg on the 28th of March, with a party of followers, and re-asserted the dominion of Virginia there. He succeeded after much strife in getting possession of Fort Pitt, which he rebuilt and christened Fort Dunmore. He played the petty tyrant here for some time, arresting and imprisoning citizens and even magistrates, whom Dunmore for very shame was compelled to release. It is said to have been a letter of his, written on the 21st of April, to the settlers along the Ohio, intended to stir them up against the Shawnees, that led to the murders by Cresap and Greathouse, and the Indian war which involved the friendly Logan, the whole of whose family had been wantonly massacred. When, during the troubles, three of the Shawnees had conducted a party of traders to Pittsburg, Connolly seized them and would doubtless have dealt hardly by them. He was defeated in his attempt by Croghan, his uncle, and then actually dispatched men to waylay and kill them on their return, one of these kindly disposed savages, it is reported, thus losing his life. "The character developed by this man," says the *Annals of the West*, "while commandant of Fort Dunmore, was such as to excite universal detestation, and at last to draw down upon his patron the reproof of Lord Dartmouth," who was the British Secretary for the Colonies. "He seized property and imprisoned white men without warrant or propriety; and we may be assured, in many cases besides that just mentioned, treated the natives with an utter disregard of justice." The following is related of Connolly in the same work:

It was towards the close of this last year of our colonial existence, 1775, that a plot was discovered which involved some whose names have already appeared upon our pages, and which, if successful, would have influenced the fortunes of the West deeply. Dr. John Connolly, of Pittsburgh, the whom Washington had met and talked with in 1770, and with whom he afterwards corresponded in relation to Western lands, and who played so prominent a part as commander of Pittsburgh where he continued at least through 1774, was, from the outset of the revolutionary movement, a Tory, and being a man extensively acquainted with the West, a man of talent and character, without whose aid he became a leader. The man, in 1775, planned a union of the Northwestern Indians with British troops, which combined forces were to be led, under his command, from Detroit, and, after ravaging the few frontier settlements, were to join Lord Dunmore in Eastern Virginia. To forward his plans, Connolly visited Boston to see General Gage; then, having returned to the South in the fall of 1775, he left Lord Dunmore for the West, bearing one set of instructions upon his person, and another set, the true ones, most artfully concealed, under the direction of Lord Dunmore himself, in his saddle-seemed by tin and waxed cloth. He and his comrades, among whom was Dr. Smyth, author of the doctoral work already quoted, had gone as far as Hagerstown, where they were arrested upon suspicion and sent back to Frederick. There they were searched, and the papers upon Connolly's person were found, seized and sent to Congress. Washington, having been informed by one who was present when the government-trusts were considered as above stated, wrote twice on the subject to the proper authorities, endeavoring to lead to their discovery, but we do not know that they were ever found. Connolly himself was confined, and remained a close prisoner till 1781, complaining much of his hard lot, but finding few to pity him.

Connolly was exchanged and released in April, 1781. Washington wrote promptly to General Clark a warning that he was expected to go from Canada to Venango, at the mouth of French creek, with a force of refugees, and thence to Fort Pitt, with blank commissions for a large number of dissatisfied men supposed to be in that region, with whom the exposed frontiers would be attacked; but nothing seems to have come of this. The compiler of the Annals says that after the Revolution had ended he became a mischief-maker in Kentucky, though in just what manner is not stated. He had long before, in 1770, before a white man had settled upon the soil of this State, proposed an independent province that would have included all of its territory between the Cumberland or Shawnee river, a line drawn from above its fork to the Falls, and the Ohio river—which would, of course, have included the present site of Louisville. His title to one thousand of his acres here was forfeited on account of his treason to the patriot cause. Virginia assumed the owner-

ship of it, but delayed disposal of it until Colonel Campbell, the apparent joint owner, had returned from Canada, where he had been taken in captivity by the Indians in 1780. When the return occurred, by acts of the Virginia Legislature of May and October, 1783, and October, 1784 his interests were guarded and secured, while those of his recreant and now refugee partner were sacrificed. In November, 1788, the latter reappeared in Kentucky, coming from Canada, ostensibly to recover, if possible, his former possessions in Louisville, but really, as was believed, to aid the movement then in agitation for the separation of Kentucky from Virginia and its alliance or union with Spain, then holding Louisiana and cultivating disaffection in Kentucky. He was foiled in this, and now finally disappears from the page of American history.

Mr. Collins gives the following account of the legal proceedings which justified the confiscation of Connolly's property:

On July 1, 1780, an inquest of escheat was held at Lexington, by the sheriff of Kentucky county—George May, escheator. John Bowman, Daniel Boone, Nathaniel Randolph, Waller Overton, Robert McAfee, Edward Catler, Henry Wilson, Joseph Willis, Paul Froman, Jeremiah Tilford, James Wood, and Thomas Gant, "gentlemen," jury-men, were empanelled, sworn, and charged to try whether John Connolly and Alexander McKee be British subjects or not. Verdict—that they were British subjects, and after April 19, 1775, of their own free will departed from the said States, and joined the subjects of his Britannic Majesty; and that on said 4th of July, 1776, said Connolly was "possessed of 2,000 acres on the Ohio opposite to the Falls," "and said McKee of 2,000 acres on the headwaters of the south branch of Elkhorn, . . . and no more.

In pursuance of this finding, the estate of Connolly at the Falls was confiscated. It had already been described, in the act of May, of the same year, establishing Louisville, as "the forfeited property of said John Connolly," and upon it, being "1,000 acres of land," was laid out the new town. The Tory Doctor had owned as much as 3,000 acres here; but only 1,000 seem to have been available for confiscation. De Warrenstaff, or Warrendorff, mentioned below, had conveyed his 2,000 acres to Connolly and Colonel Campbell, which must have been in equal portions, since in 1775 the latter bought up the former's interest in this tract, which was an undivided half of the 2,000 acres. The 4,000 held by the two was then so partitioned that Connolly became owner of the uppermost 1,000 and the lowest 1,000, Campbell's tract of

2,000 lying between. In 1778 Connolly transferred the lower 1,000 also to Campbell, thus leaving but the upper 1,000 to be escheated.

THE WARRENSTAFF PATENT.

Very few facts concerning this are now accessible. About all that is known of it or him is that, on the same day the patent was granted to Connolly, December 16, 1773, and under the same authority in the King's proclamation, two thousand acres at the Falls of the Ohio, next adjacent below Connolly's, were patented to one Charles de Warrenstaff or Warrendott, who was an ensign in the Pennsylvania Royal Regiment of Foot. He never, we believe, became a resident of Louisville, and we do not learn that he was ever even a visitor here. The very next year he parted with his interest in the soil of Kentucky to Dr. Connolly and Colonel John Campbell, of whom the world knows something more.

COLONEL CAMPBELL.

This gentleman was of Irish birth, possessed of some property, and came in the vigor of his young manhood to identify his fortunes with the infant hamlet of Louisville, where he was among the earliest settlers when the town was formed. According to Collins, he received a grant of four thousand acres from the Commonwealth of Virginia, which was located immediately below and adjoining the grant on which Louisville stands. He was also a property-holder at Frankfort, where his name appears in a list of landed proprietors in 1797. Colonel Campbell soon became prominent in the affairs of the village and the State. He was a member of the convention of 1792, held in Danville, which formed the first constitution of Kentucky; was an elector of the State Senate, under the peculiar provision of that constitution, in the same year, and was by the electors chosen to that body from Jefferson county, and was at one time its Speaker *pro tempore*; previously to the formation of the State was a member of the Virginia Legislature, from Jefferson county, in 1786, 1787, and 1790; and was a Representative in the Congress of the United States from 1837 to 1843. In 1785 he established two of the earliest ferries allowed by law in Kentucky—one from his lands at the Falls across the Ohio to the mouth of Silver creek, and the other across the same stream,

from the Jefferson county bank to the mouth of Mill run. He was a Presbyterian in his religious faith, and his name appears upon the records of the first meeting of the Synod of Kentucky, at Lexington, October 14, 1802, as an elder from the "Presbytery of Washington." Campbell county, east of the lower Licking river, opposite Cincinnati, is named in his honor; and an old paper published in that city, of date March 12, 1796, says that Colonel Campbell lived at Taylor's Creek Station, probably in that county. There can be no doubt, however, that most of his mature life was spent in Louisville. Mr. Collins says: "He was a large man, of fine personal appearance and strong mind; but rough in his manners. He never married, and, having died childless, his large estate passed into the hands of many heirs."

Colonel Campbell must be regarded as an original proprietor at Louisville. As already noticed, he acquired in 1774 a half-interest in the two thousand-acre grant to Warrenstaff, and the next year purchased an undivided half of the adjoining tract of his partner in the Warrenstaff property, Dr. John Connolly; and when the partition of the two undivided tracts was made, his half of the whole, or two thousand acres, fell between the two tracts thus cut off for Connolly. He became otherwise a large owner in this region, and finally devised all his real estate within five miles of the Beargrass creek to Allen Campbell. Colonel Campbell will come again into this history.

1774.

The events of this year have been already anticipated, to some small extent. There is no story of colonization yet to tell, nor for several years to come. The birds and beasts and creeping things held their own upon the site of the great city to-be, and no sign of civilization was presented throughout the broad plateau, except here and there the simple stake or "blaze" and inscription of the surveyor. Indeed there is little to narrate of 1774 except of the surveyor.

In June, while Captain Harrod and his companions were setting the stakes of civilization at the first permanently inhabited town in Kentucky, Harrodsburg, two remarkable men came through the deep wilderness from their homes on the Clinch river, in North Carolina, to the Falls. They were Daniel Boone and Michael Stoner,

who were charged with an important mission. Governor Dunmore had received timely warning of the Indian hostilities now threatening, and which very soon broke out, particularly in the severe conflict between the savages and Colonel Bouquet's expedition, at the mouth of the Kanawha, in which the former were signally defeated. The Governor had a party or parties out surveying under his orders in the Kentucky wilderness, among whom were the celebrated Jefferson county pioneer, Colonel John Floyd, also Hancock Taylor, Abraham Haptonstall, and Willis Lee (these three are known to have been surveying on the present soil of Jefferson county, May 2d of this year), with James Sandusky, John Smith, Gibson Taylor, and very likely others. It is probable that most of Captain Ballitt's party, who came to the Falls in 1773, had remained to this time in Kentucky. Dunmore became exceedingly apprehensive for their safety, and employed Boone and Stoner to make the long and perilous journey of about four hundred miles to the Falls to find the surveyors, and conduct them out of their dangers to the settlements. Boone received the summons on the 6th of June, and lost no time in setting out with his companion on the hazardous trip. Their commission was faithfully and courageously executed, and probably the lives of the surveyors were thus saved, although Hancock Taylor, as we have seen, was mortally wounded while making his last survey, and died on the retreat. Boone and Stoner reached Harrodsburg June 16th, and found Harrod's and Hite's companies engaged in laying off the town. Boone rendered aid in this, and was assigned one of the half-acre lots, upon which a double log cabin was built soon after. The entire round of Boone and Stoner on this duty of warning and safe conduct to the settlements, covered about eight hundred miles, and occupied sixty-two days. Mr. Collins calls them the "first express messengers" in Kentucky.

1775.

This historic year, so rife with important events at the East, prelude to the War for American Independence, was comparatively quiet in the Valley of the Ohio. In this region the dauntless surveyors were still pushing their way through the tangled wildwood, leading the van of empire. Many of their movements, and per-

haps of their surveys, remain unknown to this day; but, from depositions taken long afterwards, one may learn of a party at work in the middle of December, on Harrod's creek, consisting of Abraham and Isaac Hite, Moses Thompson, Joseph Bowman, Nathaniel Randolph, Peter Casey, and Ebenezer Severns, who were surveying. Early in the season Captain James Knox—famous as the leader of the "Long Hunters"—into Kentucky four or five years before—must have been somewhere on the banks of the Beargrass, since he was held entitled, October 30, 1779, to four hundred acres of land on its waters, "on account of marking out the said land, and of having raised a crop of corn in the country in 1775." So simple and brief is the history of the white man in this region for this year.

One interesting character, however, for many years afterwards one of the most notable residents of Louisville, came to the Falls this year—Sandy Stewart, the "island ferryman" named in the previous chapter, who long after noted the precise date of his arrival as June 5, 1775. He was a Scotchman, born in Glasgow twenty years before; a young immigrant to this country so poor that his personal service was sold in Baltimore to pay his passage across the ocean; a traveler westward with two companions as soon as he had served out his time; making a canoe at Pittsburg, and in it voyaging down the Ohio to the Falls; afterwards a settler here and for more than a quarter of a century the ferryman from the mainland to Corn island, until 1827, when he retired and died at the old Talmage hotel, on Fourth street, in 1833, aged 78, leaving a small fortune to his relatives abroad.

1776-77.

Even more simple and short are the annals of these elsewhere great years, as regards events at the Falls of the Ohio. We have but one to record. Mr. Casseday, in his History of Louisville, assigns these as the years of the journey of George Gibson and Captain William Linn, who passed the Falls in boats going from Pittsburg to New Orleans, in order to procure supplies for the troops stationed at Fort Pitt. They obtained one hundred and thirty-six kegs of powder, which did not reach the Falls on the return until the next year, when the kegs were laboriously carried

around the troubled waters by hand, reshipped, and finally delivered safely at Wheeling, whence they were transferred to the fort. Each man, in making the portage around the Falls, carried three kegs at a time on his back. Gibson and Linn were aided in this toilsome work by John Smith, who will be remembered as one of Bellitt's surveyors here nearly four years previously, and who happened to meet the voyagers here. This is noted as the first cargo ever brought by whites up the Mississippi and Ohio rivers, from New Orleans to Pittsburgh.

1778.

We come now to the beginnings of permanent white settlement at the Falls of the Ohio--indeed, in the Falls of the Ohio, for the first stakes were set just amid the waters at the head of the rapids, upon a little tract which has now wholly disappeared, except at low water, when, from the railway bridge and the shore, the underlying strata of old Corn Island, with the rotting remains of stumps here and there, may yet be seen.

The first settlement here was the result of a military movement during the war of the Revolution, and brings into our narrative again the renowned name of

GEORGE LOGGERS CLARK.

A sketch of the early life of this famous hero of Western warfare, whose name will be forever associated with one of the most important and skillful movements of the Revolutionary War, as well as with some of the most successful expeditions of the border warfare, has already been given in our General Introduction. He was but twenty-six years of age this year, when his greatest feat of arms was achieved. Like Washington and many other notable men of that time, he was a land-surveyor in his youth, but soon got into military life in the troubles with the Indians, and in the affair known as Dunmore's War rose to the command of a company. At its close he was offered a commission in the British army, but declined it. He visited the infant settlements in Kentucky in the spring of 1775, remaining until fall, and, now bearing the rank of major, being placed temporarily in command of the volunteer militia of the settlements. He came again to this country in the spring of the next year, with the intention of permanently

remaining; but staid only a few months, when, seeing the dangers to which the frontiers were exposed, and being appointed at the Harrodsburg meeting of the settlers June 6, 1776, a member of the General Assembly of Virginia, he set out on foot through the wilderness to Williamsburg, then the colonial capital, but found the Legislature adjourned. He at once extended his long pedestrian excursion to Hanover county, where Governor Patrick Henry lay sick, and represented to him the pressing necessity of munitions of war for the Kentucky settlements. Henry concurred in his views and gave him a favorable letter to the Executive Council. From this body, after much delay and difficulty, Clark obtained an order, on the 23d of August, 1776, for five hundred pounds of gunpowder, for the use of the people of Kentucky. He obtained the powder at Pittsburgh, and, after hot pursuit down the Ohio by the Indians, during which he was compelled to conceal the precious cargo at the Three Islands, near the present site of Maysville, he succeeded in getting it through to Harrodsburg, where the pioneers were promptly supplied with the indispensable means of defense. Meanwhile the young major had been instrumental in securing from the Virginia Legislature, which had re-assembled in the fall, an act erecting the county of Kentucky. He is thus to be regarded as in some sense the founder of this great Commonwealth. Thenceforth he was closely identified with the early history of the State and bore his full share in the perils, incidents, and adventures of border life. He was presently advanced to the grade of lieutenant-colonel. As the struggle for independence progressed, the great opportunity of his life presented itself. His sagacious mind perceived the importance of the Western country to the cause of the American patriots, and he resolved upon its conquest.

The story of his expedition, in the reduction of Kaskaskia, Cahokia, and Vincennes, has already been related in our military record of Jefferson county, as also the story of his subsequent expeditions against the Indians, and for the building of Fort Jefferson, a few miles below the junction of the Ohio with the Mississippi. His headquarters all this time were at Louisville, and here his expeditions were organized. January 22, 1781, he was made a brigadier-general, by

commission from Governor Thomas Jefferson, of Virginia. He bore a part in the negotiation of a treaty with the Indians at Fort Finney, near the mouth of the Great Miami, in the winter of 1785-86, and, although he was unquestionably not the hero of the thrilling incident attributed to him in Judge Hall's *Romance of Western History*, there is no doubt that it was an important and even distinguished part he bore. In 1793, during the intrigues in this State of the French minister, Genet, to organize forces for the overthrow of the Spanish power in the Southwest, General Clark, then in private life, was endowed by Genet with the sounding title of Major-General in the armies of France, and Commander in chief of the French Revolutionary Legion on the Mississippi. He made some efforts looking to the recruitment of troops; but the action of the Federal Government, resulting in the recall of Genet and the ruin of his schemes, soon remanded Clark to private life. In 1783 the grant of an extensive tract of land on the Indiana side of the Falls being made by the State of Virginia to the General and his soldiers of the Illinois expedition, the opportunity was given him to lay off a town at the Falls, between the present sites of Jeffersonville and New Albany, which from him took the name Clarks-ville. Here his own cabin was built, and here most of the later years of his life were spent, with his servants, an old drummer, and an occasional visitor, for his sole company. His settlement proved unhealthy, and the village grew slowly and poorly. He fell finally into poverty, and to some extent into the miseries induced by intemperance, rheumatic and paralytic affections. In 1814, in an unlucky hour when he was unable to help himself, he fell into the fire in his cabin, and before he was rescued one of his legs was so burned that it had to be amputated. The operation was performed by Dr. Richard Ferguson, of Louisville; and it is said that he had a fifer and drummer play his favorite march to mitigate his pains during the trying ordeal. He was taken to Locust Grove, a few miles above Louisville, the home of Major Croghan, whose wife was the General's sister. There he spent his last years, and there he died, as before noted, February 13, 1818. He was buried on the place, but on the 10th of March, 1869, the Kentucky Legislature made provision for the removal of

his remains to the cemetery at Frankfort and the erection of a monument over them. They were not taken to the capital, however; but on the 29th of October, of the same year, were removed to Cave Hill Cemetery, in Louisville, where they now repose. A few years ago his *Journal of the Campaign to the Illinois Country* was published at Cincinnati in a handsome octavo volume, with a valuable biographical introduction by Junge Henry Pirtle, of Louisville.

THE FAMILIES WITH CLARK.

It is frequently said, on the authority of Dr. McMurtrie, that six families came down the river with General Clark's expedition, and stopped at Corn Island, at the head of the Falls. This statement probably rests upon the fact that five heads of families are known by name, and that one other is known to have been of the party, though his name has not survived. Mr. Casseday, following Marshall's *History of Kentucky*, more than doubles the number, in his *History of Louisville*. He says:

It is mentioned that Colonel Clark left in his new fort on this island about thirteen families, when he proceeded on his journey to Kaskaskia. And so brave, hardy, and resolute were these pioneers that, notwithstanding they were separated from the nearest of their countrymen by four hundred miles of hostile country, filled with savages whose dearest hunting grounds they were about to occupy, notwithstanding they knew that these relentless savages were not only inimical on account of the invasion of their choicest territory, but were aided by all the arts, the presents and the favors of the British in seeking to destroy their settlements; notwithstanding all these terrifying circumstances, those dauntless pioneers went quietly to work, and with the rifle in one hand and the implements of agriculture in the other, deliberately set about planting, and actually succeeded in raising a crop of corn on their little island. It is thus that Corn Island derived its name.

The publication of General Clark's letters and *Journal of the expedition* in more recent years enables us to fix with closer approach to certainty the number of families in this first band of settlers. In the book on the Campaign in the Illinois in 1778-9, published at Cincinnati as a number of the Ohio Valley Historical Series, one of Clark's letters concerning the expedition contains the following: "About twenty families that had followed me, much against my inclination, I found now to be of service to me in guarding a block-house that I erected on the island to secure my provisions." To this incidental, perhaps merely accidental mention, is

the world indebted for the data wherewith to make an approximately exact estimate of the number in the first Louisville colony. It was probably not far from one hundred souls: rather more than less, since this allows but three children to a family—and, with the soldiers, even the small detachment of them necessary to erect or guard the block-house, must have crowded exceedingly the few acres cleared of the old Corn Island.

It is gratifying to know that the earliest whites to plant their homes upon the site of Louisville were in families. The first colony to land upon the site of Cincinnati on Sunday morning, December 28, 1788, was composed wholly of men. But it was true of the pioneers at the Falls, as of those at Plymouth Rock more than a century and a half before, that—

"There was woman's fearless eye,
Lit by her deep-lessered truth,
There a mother's shadow solemn fell
And the fierce heart of youth."

Unhappily, the names of but one-fourth of the heads of these families—if there were twenty—have been traditionally preserved. It would be a genuine pleasure to set forth the names of all men, women, and children, in letters of gold. We have only the names of the following:

CAPTAIN JAMES PATTON.

RICHARD CHENOWETH.

JOHN McMANUS.

WILLIAM FAITH.

JOHN TUEL.

These were certainly of the party. In addition we have the names of Isaac Kimbly, upon the authority of his son, residing in Orleans, Indiana, so late as 1852; and of James Graham, on the authority of the veteran Kentuckian, his son, Dr. C. C. Graham, of Louisville. Dr. Craik, in his *Historical Sketches of Christ Church*, says that John and Ann Rogers Clark, parents of General Clark, "with their numerous family, came to Louisville with the first emigration. They settled at Mulberry Hill, the present [1862] residence of their grandson, Isaac Clark, and are buried there, along with many of their descendants."

These and their associates, then, as we have often put the fact in various ways, were the first of civilized stock to rear their homes about the Falls of the Ohio. Not a single white man had

preceded them, to set up his household gods amid these lovely surroundings. The beautiful plateau, the picturesque slopes, were as yet unbroken, save by the stake or the tent-peg of the surveyor. The silence of the primeval wilderness was around them. They were alone with Nature and with God. The lurking savage, however, looked with angered eyes from the shore, and planned the solitary murder or the ferocious massacre. Only a few days before their landing, on the 25th of May, a boat ascending Salt river had been attacked by the Indians, with disastrous results to its occupants. Mr. Casseday has well written:

"Truly so bold and heroic an act as this of that feeble band discovers a perpetuity beyond what the mere name of the island will give it. Columns have been reared and statues erected, festivals have been instituted and commemorative held, of deeds far less worthy of remembrance than this little settlement's crop of corn. But, like many other deeds of true heroism it is forgotten, for there was wanted the pen and the live to make it live forever. The founders of the pioneer colony themselves did never greater deeds of heroism than did these pioneers of Louisville. And yet the very history of the fact speaks of it without a word of wonder or of admiration. Even in Louisville itself, now in her palmy days, the Pilgrim's Landing is a name almost entirely forgotten, while the equal daring, danger, and victory of the Western pioneer has sunk into oblivion. But it is ever so. Men may live for a hundred years, within the very roar of Niagara, and yet live uninspired until the same sound falls upon the ear or the same sight greets the eye on the far-off shores of the Evelino or the Arno. Erin's bard has ever told the praises of the Oriental clime; the lord of English verse has tuned his lyre under a foreign sky; the Maorian bard has sung "*Arara koranapua Teiara*," and the poet of Italy has soared even beyond the bounds of space in search of novelty; some must wait for a stranger hand to weave the magic charm around the pioneers of our forest land.

As has previously been noted, the first-comers found Corn Island covered with a growth of timber, beneath which were dense cane-brakes, which the troops with Clark, in the otherwise idle days pending the departure of the expedition, helped the colonists to clear for their cabins and first crop of corn.

Another famous family, said to have settled in this vicinity this year, was that of the Hites. Mr. Isaac Hite was among the first to explore the Kentucky wilderness, being one of the renowned "ten hunters of Kentucky," of whom Daniel Boone was another. He settled east of Louisville in 1778, and there died seven years afterwards. Captain Abraham Hite, his brother, who held his commission in the army of the Revolution from the hand of Washington himself, in

1782 removed from Berkeley county, Virginia, the ancestral home of the family, and settled eight miles south of Louisville, on the trail which has since become the Bardstown road. The next year his brother Joseph became a neighbor two miles further to the southward; and still another year brought the father of all of them, the senior Abraham Hite, to live the rest of his years and die among his children. He passed peacefully away in 1786. The younger Abraham survived till 1832, leaving a son of the same name, who became a prominent merchant in Louisville. Joseph Hite died the year before. Their injuries at the hands of the savages are related in our chapter upon the Indians. Theirs is one of the most notable families among the pioneers of Jefferson county.

Likewise accompanying the expedition into the Illinois country, as a voluntary aid to General Clark, was a youth of eighteen, afterwards father of one of Louisville's most useful physicians, the renowned Dr. James Chew Johnston. He was a native of Spottsylvania county, Virginia, born in 1760, and a graduate of William and Mary college the same year in which he came to the Falls with Clark. After the conquest of the Northwest, through the General's influence he was appointed clerk of Kentucky county, and upon the formation of Jefferson county he was appointed its first clerk. He was also land agent in this State, during many years, for people desiring locations here. During one of his land excursions his party was attacked by Indians, and he was wounded, taken, and kept eight months in captivity. In 1785 he married Eliza, the daughter of Captain James Winn, three days after the arrival of the family. Dr. Johnson was the first-born of this marriage, in 1787. The father died in 1797, at his residence on the corner of Main and Sixth streets.

THE MILITARY PREPARATIONS.

Mr. Butler, in his History of Kentucky, gives the following account of the proceedings at Corn Island, when the forces had all rendezvoused there:

On the arrival of Colonel Bowman's party, the forces of the country were found too weak to justify taking many from Kentucky. Clark, therefore, engaged but one company and part of another from this quarter, expecting them to be replaced by the troops of Major Smith. Here Clark disclosed to the troops his real destination to Kaskaskia; and, honorably to the gallant feelings of the times, the plan was

secretly concurred in by all the detachment, except the company of Captain Dubard. The boats were, therefore, ordered to be well secured, and sentinels were placed where it was supposed the men might wade across the river from Corn Island to the Kentucky shore. This was the day before Clark intended to start; but a little before night the greater part of Captain Dubard's company, with eloquent, whose name is generously spared by Colonel Clark, passed the sentinels unperceived, and got to the opposite bank. The disappointment was cruel, its consequences alarming. Clark immediately mounted a party on the horses of the Harrodsburg gentlemen, and went after the deserters, with orders to kill all who resisted. The pursuers overtook the fugitives about twenty miles in advance; these soon scattered through the woods, and, except seven or eight who were brought back, suffered most severely every species of distress. The people of Harrodstown felt the baseness of the lieutenant's conduct so keenly, and resented it with such indignation, that they would not for some time let him or his companions into the fort. On the return of this detachment from the pursuit, a day of rejoicing was spent between the troops about to descend the river, and those who were to return on a service little inferior in danger and privation, the defense of the interior stations.

DEPARTURE OF THE EXPEDITION.

In a previous extract from the Annals of the West, the number of companies forming General Clark's expedition is given as three. It is quite certain, however, that there was one more, which joined him at the Falls, and that the four companies were commanded severally by Captains John Montgomery, Leonard Helm, Joseph Bowman, and the redoubtable William Harrod. The famous pioneer and Indian fighter, Simon Kenton, from his station near Maysville, also John Haggins, were of the party. Dr. McMurtrie, in his Sketches of Louisville, says that Clark's force numbered three hundred, and that he landed his troops and the accompanying families at Corn Island "in order to deceive the enemy." Mr. Collins is nearer right, however, and may have the exact figures, in setting the number, at least of those who left the Falls, at one hundred and fifty-three men. We have seen the difficulties with which Clark struggled in the raising of his force, and his companies were doubtless small. They were probably larger than the figures last given would indicate, since some of the soldiers would be left on the island to hold the block-house and protect the settlers. On the 24th of June, all preparations being completed, the expedition ran down the Falls—during a total eclipse of the sun, it is said—and departed on their hazardous but successful and renowned expedition, with which it is an enduring glory to have the foundations of

Louisville associated. We need not follow it further. The story has been told elsewhere. Return we to

THE SETTLERS IN 1779.

They were now upon the mainland, on the Kentucky shore. Corn Island was obviously but a temporary home. It was too strait for even the beginnings of permanent settlement, though it had served an excellent transient purpose, while the colonists were strengthening in numbers and energies, and awaiting the return of the soldiers from the Illinois expedition. In the spring of 1779 a few more families, immigrating from Virginia, had joined the band. In October of the previous autumn, the soldiers discharged by General Clark at Kaskaskia, as no longer needed for his military operations, returned to the Falls. They were, however, under the charge of Captain William Linn (one of the voyagers of 1776-77, from Fort Pitt to New Orleans, for supplies of gunpowder), directed by General Clark to build a stockade or rude fort on the mainland, near the island. The site selected is believed to have been near and on the east side of the broad and deep ravine which, so late as 1838, marked the intersection of Twelfth street with the river. About this—whether erected in the fall of 1778, or, as some say, early in 1779—the movers from Corn Island began to cluster. Some doubtless came to the shore in the autumn and erected their cabins upon a spot which was said by Dr. McMurtrie, in 1819, to have borne the name of the White Home. The next year, undoubtedly, the corn product and all valuables being removed from the island, all the immigrants planted themselves in the new domiciles upon the actual present site of Louisville. The new-comers from Virginia settled upon lots or tracts adjoining, but a little below, those occupied by the pioneers of 1778.

AN OLD SURVEY AND MAP.

In the spring of this year there seems to have been a survey of lots at the Falls, possibly executed by the draughtsman of a map which is still extant, dated April 20, 1779, and the work of one William Bard or Beard. It is just possible, also, that this rude, primitive map records the much-doubted work of Captain Bullitt, in laying off a town at the Falls nearly six years before.

It is certain that the stakes of a formal survey of lots were already here in 1779, and that Bard was a surveyor, for one of the early settlers, Asa Emerson, in a petition to the town trustees October 27, 1785, expressly declared that in this year he drew a lot here, and that it had been surveyed by Bard. Colonel Durrett, who is perfectly familiar with the Bard map, gives the following interesting description of it:

This map shows that the city was first laid out along the river bank from First to Eighteenth street. Ranges of half-acre lots appear on both sides of Main street, from First to Twelfth, and there they turn toward the river and run along its bank from one to three blocks deep, as low down as Eighteenth street. The triangle formed by Main street on the south, Twelfth street on the west, and the river bank on the north and east, on which stood the old fort, was not laid off into lots. The numbering of these lots was the strangest conceit that ever entered into the head of an engineer. It began with number one, on the northeast corner of Main and Fifth street, and proceeded eastwardly up the north side of Main to First street, where number sixteen was reached; then crossed over Main street, and went back along the south side westwardly again to Fifth street, where thirty-two was reached. It then crossed to the north side of Main street again, and proceeded westwardly from thirty-three to forty-eight, where Ninth street was reached; then again crossed to the south side of Main, and went back eastwardly again to sixty-four, at Fifth street. It then went back again to the north side of Main, at Ninth street, and proceeded westerly from sixty-five to seventy-two, where Eleventh street was reached; then crossed to the south side of Main, and went back again eastwardly from seventy-three to eighty, where Ninth street was reached. Then it began again on the north side of Main, at Eleventh street, with number eighty-one, and went westerly down Main street to Twelfth, then turned down Twelfth to the river bank, then went off westerly again to Fourteenth street, then along both sides of Fourteenth to the river bank, and then, wound round and about in the triangle formed by these streets and the river in such confusion as no engineer ever probably before caused in the numbering of town lots. And then, to make the confusion of this mode of numbering yet worse confounded, this unprecedented map-maker began again with number one at Fifteenth street, and wound round backwards and forwards up and down Fifteenth and Sixteenth streets until number thirty-eight was reached, when he suddenly closed his arithmetic and left the lots on Seventeenth and Eighteenth streets unnumbered. These lots were all to be drawn possibly from numbers put into a hat and shaken together; and it may have entered into the head of the surveyor to prevent any juggling by so numbering the lots that nobody holding the hat or manipulating the drawing could understand by the numbers where the lots were located.

It will be observed that this plat stretched from First to Eighteenth streets. About one-third of it, then, reached beyond the Connolly tract, and by so much lay upon the lands of Colonel Campbell—located there, it seems, without his leave or license. He objected, in a style so vigorous and effective that that part of the

town-site was abandoned and the plat instead pushed out southward between First and Twelfth streets. Eighty-six of the numbers drawn in the lottery, however, which Colonel Durrett says occurred on the day of the date of Band's map, remained in the hands of those who drew them. They were half-acre lots, lying on both sides of Main street, from First to Twelfth. They cost the owners but three shillings each, except a dozen or so, which came higher.

THE POPEs.

According to the biographical work entitled *Louisville Past and Present*, among the colonists this year, of the settlement that was presently to become Louisville, were Benjamin and Hettie Pope, from Pope's Creek, Virginia, where their little son was born seven years before. He, Worden Pope, was destined to become one of the most prominent citizens of the place. He was one of the earliest lawyers in Louisville, and grew to be one of the very first public men in all other respects. He was appointed clerk of the supreme court of Jefferson county about 1796, and in that year, when but twenty-four years old, was also made clerk of the county court. He held the latter post forty-two years, or until his death April 20, 1838, and the former office until shortly before that sad event. As clerk of the county court he had superior opportunities of acquiring wealth through the knowledge of town property thus obtained; but he refused to use his office in any such way for personal aggrandizement. He was a great friend and admirer of General Jackson, and was the generous entertainer of the old hero when, as President of the United States, he visited Louisville.

COLONEL BOWMAN'S EXPEDITION.

Some events of interest marked the year in the infant settlement. Before it was fairly settled upon the mainland—namely, in the latter part of April—it was called upon to contribute as many able-bodied men as would go voluntarily, to the expedition organized by Colonel John Bowman, County Lieutenant of the county of Kentucky, against the Indian towns on the Little Miami river, in Ohio, for the purpose of intimidating the Indians, and discouraging their incursions into Kentucky. We know not the exact roll of volunteers from the Falls—"we

were all volunteers," deposed one long afterwards, "and found ourselves" but it is probable that a large part of Captain William Harrod's company of 1780, whose roll is published in our military record of Jefferson county, were already on the ground, and were out in this expedition. It is known to have arrived at the mouth of the Licking about sixty strong. From depositions taken in 1804, it is learned that such well-known pioneers, in this region and the interior, as Colonels Robert Patterson (one of the founders of Cincinnati), William Whitley, and Levi Todd, James Guthrie, James Sudowsky, Benjamin Berry, and others, were among the volunteers. No pecuniary inducement had they to the expedition, and little other than the instinct of self-preservation or of revenge upon the murdering and torturing redskin. For provisions they received but a peck of parched corn apiece, and some "public beef" upon arriving at Lexington, their trusty rifles and the teeny forest being relied upon for the rest of their subsistence. The requisition upon the men at the Falls included boats for crossing the Ohio at the mouth of the Licking. Two batteaux were obtained and manned, and sent up the river. The rest of the company took their way by the buffalo roads and Indian trails through the wilderness to the rendezvous on the present site of Covington.

Stirring times the little settlement by the Falls of the Ohio must have witnessed while this division of the expedition was preparing. Time was given in the orders of Bowman for corn-planting, which the men were instructed to look to before the appointed day of assembly at the mouth of the Licking. This over, Captain Harrod, as a deponent testified a quarter of a century afterwards, "harangued the people then there [at the Falls], showing the necessity of the expedition, and that the settlements from the other parts of Kentucky were desirous of having the expedition carried into effect." The volunteers were already equipped with the simple weapons and accouterments of the pioneer; the few necessary preparations were rapidly completed; and the brave company disappeared in the dense woods and up the broad and rippling river. It was a silent and solemn time then for the feeble colony, left almost denuded of its defenders in a hostile land. For many days it was without news of the living or the dead of the

campaign; but by and by the noble warriors of the Falls, flushed with success, and each, probably, bearing a share of the Indian plunder "disposed of among themselves by way of vendue"—after crossing the Ohio from the mouth of the Little Miami, pretty nearly at the spot now occupied by the Newport water works—came gaily marching home again.

THE FIRST BIRTH.

It is very probable, reasoning from analogy and the number of families now on the spot, that the first white native of the pre-Louisville village was ushered into existence this year. The Louisville Journal, in June, 1852, published the claim of Mr. Isaac Kimbly, then of Orleans, Orange county, Indiana, to be regarded as the first-born of the colony. He had called personally upon the editor, Mr. Prentice, affirming that he first saw the light upon Corn Island in 1779, and that he was the first child born in what is now Jefferson county. This claim, however, as regards the county at large, is made more reasonably for the late Elisha Applegate, who was born in 1781, five miles from Louisville, on the Bardstown road, at Sullivan's Station. Captain Thomas Joyes, a lifetime resident of this city and brother of John Joyes, Mayor in 1834-35, is often reputed to have been the first white child born here. But his natal day was December 9, 1787; and it is incredible that no other infant was previously born in the colony, then nearly ten years old, unless the laws of nature were quite miraculously suspended.

Mr. Collins (vol. ii, page 358, History of Kentucky) presents still another claimant for precedence in nativity at Louisville, in the person of Captain John Donne; but dates and details are left altogether out of the account.

The first marriage in the place, according to Collins, was that of Mrs. Lucy Brashears, a native of Virginia, who was in the fort at Boonesborough during the savage attack of 1778, and died in Madison county, November, 1854, at the great age of ninety-three. We are left in the dark as to the exact date of this marriage, or who was the happy groom in the case.

THE BOONES AT THE FALLS.

The founder of Boonesborough was again here this year, probably on a friendly visit to the newcomers, and perhaps also on a surveying expedi-

tion. The fact of his visit at this time was not ascertained until about thirty years ago, when some gentlemen happened to observe, inscribed upon an aged tree near the southeastern limits of the city, the name "D. BOONE," with the date "1779." The annual rings of growth in the tree, apparently formed since the carving was done, confirmed the authenticity of the inscription, and a block containing it was cut out and deposited with the Kentucky Historical society. No incidents of Boone's visit are recorded.

The other famous Boone of Kentucky was also here, possibly at the same time. An interesting narrative, immediately related to the visit, is thus recited by Mr. Casseday:

In the spring of 1779, Squire Boone, the brother of Daniel, in company with two others, went from the Falls to Bullitt's lick to shoot turtles. After finishing their sport, they were returning home, when night overtook them at Stewart's spring. The young men proposed to remain here for the night, but Boone objected, fearing an attack from the Indians. They accordingly turned off some three hundred yards to the west, where they encamped for the night. There, while Boone and another of the party were arranging for the encampment, the third, being ill, and unable to cut a name and a few words on the bark of the tree. After midnight, during some bad investigation about lands, Boone testified to the existence of these marks near Stewart's spring, and upon examination they were found just as he had stated, although thirty-two years had elapsed since the cut was made. This fact is placed upon record in the court of appeals, and does not admit of a doubt. The instance before referred to [that concerning Daniel Boone] is of a precisely similar character, and the marks are probably equally authentic as those of the last.

AN AMUSING STORY.

The single reminiscence of social life in Louisville this year which has come down, is that of a general banquet of the settlers upon a simple flour-cake, made from the earliest wheat product of the season. The old story runs thus:

It is related that, when the first patch of wheat was raised about this place, after being ground in a rude and laborious hand-mill, it was sifted through a gauze neckerchief, belonging to the mother of the diligent man who gave us the information, as the best bolting-cloth to be had. It was then shortened, as the housewife phrases it, with raccoon fat, and the whole station invited to partake of a sumptuous feast upon a flour-cake.

THE HARD WINTER.

Not so amusing, however, were the terrible experiences of the coming winter. The immigrants of 1779 had an inhospitable and unexpected welcome to the supposed genial climate of Kentucky. The winter of that year and early 1780 set in cold and hard, though pre-

ceded, like that of 1880-81, by mild fall weather. It is believed to have been the severest ever known in this region in modern times, and has been handed down in local tradition and history as "the Cold Winter." Its effects, like those of the late memorable season (1880-81), extended far to the southward. The Cumberland river, in the vicinity of Nashville, was frozen so hard that cattle crossed upon it. At the East the cold was yet more intense. The ice in the Delaware at Philadelphia was three feet thick, and the river was frozen fast for more than one hundred days. Long Island sound was covered with a continuous sheet of ice, and Chesapeake bay was crossed to and from Annapolis with loaded sleds. Of the long and terrible winter in this quarter it is said that around Harrodsburg, in the interior of Kentucky, three months from the middle of November there was not once a thaw of ice and snow; driving snow-storms and dismal, cutting winds were almost daily in their occurrence. The smaller rivers and even brooks were so solidly frozen that water could only be had by melting ice and snow. The suffering thus brought upon human beings was exceedingly great; but what the poor dumb brutes had to endure is told in part only by their actions. All night long, the bellowings and roarings of herds of wild buffaloes and other animals, as they struggled for shelter and warmth, sounded in the ears of the pioneer, and daylight not unfrequently showed the dead bodies of the poor creatures frozen and starved to death.

For themselves, in their close, warm cabins and with unlimited supplies of fuel at the very door, the settlers were comparatively heedless of the season, which served them a very good purpose in one particular, to keep the marauding Indian away. Their cattle were almost universally destroyed by its inclemency, however, and corn became so scarce as to rise to a price varying from fifty to one hundred and seventy-five dollars per bushel in Continental money, the chief currency of that time. It is somewhat sadly interesting to note that, such was the persistence and perseverance of the large immigration now setting into Kentucky, that many hapless persons undertook the movement in the very face of the awful rigors of this season. A number of families were caught by it between Cumberland Gap and their intended places of settlement, and some

were compelled to stop and dwell in tents or huts until the spring brought relaxation of the blockade of ice and snow.

CHAPTER III.

LOUISVILLE'S FIRST DECADE.

1790. The Great Immigration—Louisville at Last—The Act Establishing the Town—Named from Louis XVI., King of France—Biographical Sketch of Louis—Surveyors of the Town Plot—Land Process Survey—The Prices of Lots—Original Owners—Accessions to the Settlement—Thomas Helm—Military Movements, 1791—Transactions of the Town Trustees—Account of Their Stewardship—Ancient Rules of the Board—Immigration of Young Women—Military Matters—Residents of Louisville in 1791—The First Night—Another Hard Winter, 1792—The "Old Forts"—Fort Nelson—Named from Governor Nelson—A Terrible Year—The Beginning of Commerce—More Cold Winters, 1793—The First Store—Peace and Prosperity—William Roman Comes to Louisville—Reduction of the Military—A Troublesome Disciple of Painé—Some Important Legislation—Prices—Colonel R. C. Anderson—Major Harrison, 1794—Another Act—The First Land Office—The Surveyors' Office Opened—The County Surveyors—Governor's Wonderful Stories, 1795—Beginning of Shipbuilding—The Taylors—Visit of Lewis Brantz to the Falls—Visit of General Butler and Parsons—Extract from Butler's Journal, 1796—Clark's Last Expedition—Logan's Expedition—Major Denny's Journal—Immigration Down the Ohio—The Spanish Complications—Green's Letters from Louisville—Free Navigation of the Mississippi Secured—Extension of Time for Building on Lots—New Commissioners and Trustees, 1797—Dr. James C. Johnston Born in Louisville—First Kentucky Newspaper, 1798—The First Census—Cold, Floods, and Sickness—Adventure with the Indians, 1799—The First Brick House—Additional Trustees of the Town.

When the Ohio river had re-opened and bahnier airs returned, an emigration hitherto unprecedented in Western annals was observable upon the river. During this spring no less than three hundred "large family boats" are recorded as arriving at the Falls. Not all stop here, but some do. Many of the new-comers have brought their heavy wagons and horses upon the boats, and as many as ten or fifteen wagons per day are counted at times passing into the interior.

Among the more transient visitors is a pioneer of some note, who has left a permanent memorandum of his trip—Mr. Thomas Vickroy, who was one of the war-party under General Clark that built the block-houses the same year

upon the site of Cincinnati, and who afterwards aided in laying off the plat of Pittsburg. He gives valuable testimony to the difficulties of the situation at this point and in the vicinity. In a narrative contributed to the press long after, he says:

In April, 1780, I went to Kentucky, in company with eleven flatboats with mules. We landed on the 4th of May, at the mouth of Beargrass creek, above the Falls of Ohio. I took my compass and chain, being rather fortunate by surveying, but when we got there the Indians would not let us survey.

General Clark raised an army of about a thousand men, and marched with a party of them against the Indian towns. When we came to the mouth of the Licking we fell in with Colonel Todd and his party. On the 1st day of August, 1780, we crossed the Ohio river and built the two block-houses where Cincinnati now stands.

LOUISVILLE AT LAST.

It is estimated that the village upon the Kentucky shore at the Falls, with the adjacent stations upon the Beargrass, now contained a population of not less than six hundred souls. The fullness of time was come for the settlement to have a name and authorized town site, as it had already a "local habitation." In May, 1780, the following memorable enactment passes the Assembly of Virginia—for there is no State of Kentucky as yet:

Act for establishing the Town of Louisville, at the Falls of Ohio.

WHEREAS, sundry inhabitants of the county of Kentucky have, at great expense and hazard, settled themselves upon certain lands at the Falls of Ohio, said to be the property of John Connolly, and have laid off a considerable part thereof into half-acre lots for a town, and, having settled thereon, have preferred petitions to this General Assembly to establish the said town. *Be it therefore enacted*, That one thousand acres of land, being the forfeited property of said John Connolly, adjoining the lands of John Campbell and——Taylor, be, and the same is hereby vested in John Todd, Jr., Stephen Trigg, George Slaughter, John Floyd, William Pope, George Merriweather, Andrew Hines, James Sullivan, and Marshal Brinkers, gentlemen, trustees, to be by them or any four of them laid off into lots of an half-acre each, with convenient streets and public lots, which shall be, and the same is hereby established a town by the name of Louisville.

And be it further enacted, That after the said lands shall be laid off into lots and streets, the said trustees, or any four of them, shall proceed to sell the said lots, or so many of them as they shall judge expedient, at public auction, for the best price that can be had, the time and place of sale being advertised two months, at the court-houses of adjacent counties; the purchasers respectively to hold their said lots subject to the condition of building on each a dwelling-house, sixteen feet by twenty at least, with a brick or stone chimney, to be finished within two years from the day of sale. And the said trustees, or any four of them, shall and they are hereby empowered to convey the said lots to the pur-

chasers thereof in fee simple, subject to the condition aforesaid, on payment of the money arising from such sale to the said trustees for the use hereafter mentioned, that is to say: If the money arising from such sale shall amount to \$30 per acre, the whole shall be paid by the said trustees into the treasury of this commonwealth, and the overplus, if any, shall be lodged with the court of the county of Jefferson to enable them to defray the expenses of erecting the public buildings of the said county. *Provided*, That the owners of lot already drawn shall be entitled to the preference therein, upon paying to the trustees the sum of \$30 for such half-acre lot, and shall thereafter be subject to the same obligations of settling as other lot-holders within the said town.

And be it further enacted, That the said trustees, or the major part of them, shall have power, from time to time, to settle and determine all disputes concerning the bounds of the said lots, to settle such rules and orders for the regular building thereon as to them shall seem best and most convenient. And in case of death or removal from the county of any of the said trustees, the remaining trustees shall supply such vacancies by electing of others from time to time, who shall be vested with the same powers as those already mentioned.

And be it further enacted, That the purchasers of the lots in the said town, so soon as they shall have saved the same according to their respective deeds of conveyance, shall have and enjoy all the rights, privileges, and immunities which the freeholders and inhabitants of other towns in this State, not incorporated by charter, have, hold, and enjoy.

And be it further enacted, That if the purchaser of any lot shall fail to build thereon within the time before limited, the said trustees, or a major part of them, may thereupon enter into such lot, and may either sell the same again and apply the money towards repairing the streets, or in any other way for the benefit of the said town, or appropriate such lot to public uses for the benefit of said town. *Provided*, That nothing herein contained shall extend to affect or injure the title of lands claimed by John Campbell, gentleman, or those persons whose lots have been laid off on his lands, but their titles be and remain suspended until the said John Campbell shall be released from his captivity.

The same act made provision for the creation of another town, somewhere in Rockingham county, Virginia. It has hardly made the name in the world that the Falls City has.

This act was not signed by the Speaker of the House of Delegates until the 1st of July; but by the rule of the Legislature it was of full force and effect from May 1, 1780, which is the true birthday of Louisville. Its passage did not become known at the Falls until some months afterwards, and, as we shall see, there was no meeting of the town trustees until the next year.

The new town took its renowned and royal name in honor of

LOUIS XVI., KING OF FRANCE,

who had a little more than two years before, February 6, 1778, concluded a treaty of alliance with the American colonies, and then sent his armies, with the young Marquis de la Fayette

and other military and naval heroes, to aid the struggling cause of independence. The Sixteenth Louis, of the house of Bourbon, grandson and immediate successor of Louis XV, was born in the palace of Versailles August 23, 1754, and perished by the guillotine in Paris January 21, 1793. At the age of eleven he became heir presumptive to the crown, on the death of his father; in his sixteenth year was married to the celebrated Marie Antoinette, Archduchess of Austria, whose head also went to the basket in the bloody '93. May 10, 1774, still not twenty years of age, Louis became king by the demise of his grandfather. He had received a good education, had already done some literary work, was an accomplished locksmith, and had given much attention to the mechanics of printing. He now cut down the expenses of the royal household and the number of the guards, and otherwise attempted reforms, one of which was attended by serious riots. He was averse to engaging in war on America's account, but was overborne by his ministers and the queen, and became involved in a costly war with England which nearly ruined the nation. Much of the rest of his reign was spent in grappling with financial difficulties and the disaffection of his subjects. In 1789 the Revolution broke out, and the Bastille was stormed July 14. Just a year from that time he took oath to be faithful to the constitution which the National Assembly had then in preparation. One year more and he was a prisoner in the hands of the Assembly in his own capital, provisionally suspended from his functions as king. He became king again in September, but a year thereafter France was declared a republic, and the end for him soon came. Tried and condemned on absurd charges, he was sentenced to death, and the next January counted one more among the victims of "La Guillotine." He was godfather and the queen stood as godmother of the infant Duke of Orleans, afterwards Louis Philippe, King of France, who visited Louisville in his tour of the United States in 1796-97.

SURVEYS OF THE PLAT.

There had obviously been some subdivision of the larger tracts into lots at a period or at periods anterior to the passage of the act, as probably in the early part of 1779, though we think

none of them date back so far as 1773. Undoubtedly the movement from Corn Island to the mainland was preceded by a survey of the ground proposed to be occupied, its division into lots (or half an acre each, and quite probably with out-lots also), and their apportionment by lottery to the settlers thereon. The last indicated operation was altogether common in the establishment of new towns in that day, and seems to be implied distinctly in the mention in the act of 1780 of "lots already drawn." But, whatever the surveys before or immediately after the passage of the act, the record of them has perished, except for the Bard map of 1779, as utterly as the annals of the Mound Builders. Singular as it may appear, no other register, no copy, no authentic description, no intelligible reference in detail, exists at this day of the surveys by which the settlers of the ante-Louisville village, established their boundaries and reared their homes. It is only known that Colonel William Pope made the survey contemplated by the act, in the same year of its passage, and that at no distant time thereafter a re-survey, or additional survey, was made by William Peyton and Daniel Sullivan, the latter of whom is credited with the staking of the out-lots, and with the running, July 20, 1784, of the division line between the halves of the two thousand acre tract originally granted to Connolly, and distinguishing the one thousand acres belonging to Campbell from the tract of equal size, which had been confiscated as the property of the Tory Doctor.*

Much confusion, annoyance, and loss were naturally caused by the failure to preserve in authoritative shape the records of their surveys; but it was not until 1812 that an attempt was made to ascertain the true boundaries established by them, and make an official record which would stand in the stead of their lost documents. This work was accomplished by Mr. Jared Brooks, whom we shall hear of again in 1812; and his survey, officially adopted the same year, has since been the standard for early locations and boundaries. According to Dr. McMurtrie, the out-

*The compass and chain used in some of these early surveys is reported to have been in possession of Colonel Quintus C. Shanks, of Hartford, Ohio county, Kentucky, as late as 1871. It was once the property of William Peyton, who surveyed much in company with the father of Colonel Shanks. Collins, vol. II, 670.

courses of this survey were "from thirty-five poles above the mouth of Beargrass creek, on the bank of the Ohio river, south eighty three, west thirty-five poles to the mouth of the creek, thence north eighty-seven, west one hundred and twenty poles, north fifty, west one hundred and ten poles to a heap of stones and a square hole cut in the flat rock, thence (the division line) south eighty-eight, east seven hundred and sixty nine to a white oak, poplar, and beech, north thirty-seven, west three hundred and ninety to the beginning; no variation." Bearing in mind that the mouth of Beargrass was then nearly at the foot of Third street, it is not difficult to get the limits of the town-plot as indicated by the present map of the city. Six streets—Main, Market, Jefferson, Green, Walnut, and Chestnut intersected the plat in the east and west direction, and the present streets numbered from First to Twelfth intersected these at right angles. The general lines of these are probably unchanged to this day. The most remarkable and lamentable departure from the original plat was in the subdivision and sale to private parties of a beautiful slip of one hundred and eighty feet breadth, from the north side of Green to the south side of Grayson streets, and running entirely across the plat, from First (Colonel Durret says from Floyd) to Twelfth streets. At Twelfth it ran into a triangular piece of land between Grayson street on the north, the lots laid out on Twelfth street, and the old town line, which was devoted also to public purposes. This was reserved for a public common or park, and as such is constantly referred to in the early legislative acts relating to the site of Louisville; and its abandonment and sale must ever be regarded as a public calamity. Such a beauty-spot and breathing-place in the heart of the business quarter of the great city to come, with the immense trees of the primeval forest still upon it, would now be worth even more than the golden eagles that would cover every square inch of its surface. But the foresight of the "city fathers" of 1786 was not sufficient to tell them this. May 4th of that year, they sold so much of it as lay between Floyd and East streets to William Johnson; on the 5th, the strip between East and Seventh to Major William Croghan; on the 3d of August the triangular tract to James Sullivan; but the destruction was not completed until fifteen years later, when, March 7, 1801, Colonel

R. C. Anderson bought the gap remaining from Seventh to Twelfth streets. The last opportunity of an adequate park in the heart of the city thus passed away.

THE PRICES OF LOTS.

in Louisville, under the early surveys, may be easily ascertained by a reduction to Federal moneys of the Virginia pounds (at \$3.33 1/3 per pound, mentioned in the list of sales presently to be given. Some were sold, Mr. Collins tells us, at merely nominal prices—as a lot on Main street, near Fourth, which was knocked off by the crier on the bid of a horse in exchange for it, worth but \$20.00. The prices commonly, however, as will be seen below, must be regarded as very respectable for the times. They were half-acre lots, 105 x 210 feet each, and some brought \$7.00 to \$14.00 apiece.

ORIGINAL OWNERS.

We have now the pleasure of presenting a list of the highest interest and value, in connection with the beginnings here—one which we are assured has never before been in print. It represents the sales for several years, by the trustees at public vendue, of in- and out-lots in the town of Louisville, and is copied from the original books of record, now considerably dilapidated by time. We have omitted nothing, except the columns headed "Received by" (filled by names of the several trustees to whom payments were made) and "Remarks," which very seldom include anything of importance. The orthography of names has been followed as found in the record.

List of sales of lots and land in and adjoining the town of Louisville, at the Falls of Ohio:

Number.	Acre.	Purchasers.	Consideration.
1	1 1/2	Jacob Reagar	£ 15 10
2	20	James Sullivan	15 6
3	20	same	20
4	20	same	20 5
5	20	same	20
6	20	Eliza Moore	22 6
7	20	Adam Hoops	20 6
8	20	James Sullivan	22
9	20	same	20 1
10	20	same	17 3
11	20	same	16 1
12	20	same	13 5
13	8	same	7 1
1	10	James Patton	6 12
2	10	same	7 2
3	10	Will Johnston	6 1
4	10	James Sullivan	10
5	10	same	14 1

Number.	Acres.	Purchaser.	Consideration.	New No.	Old No.	Purchaser.	L. S. D.	Date.	
6	10	David Meriwether	15	15	15	Simon Triplott	3	June.	
7	10	Edm'd Taylor	15 6	16	16	James Patton	3	May, 1783	
8	10	same	17 5	17	17	Backner Putnam four			
9	9	Adam Hoops	19	18	18	Lot and Square Same			
10	10	James Sullivan	12	19	19	Lot 1	45	September, 1783	
11	10	same	19	20	20				
12	10	same	13 1	21	33	Michael Troutman	3	November, 1785	
13	10	same	15	22	34	Samuel Bell	3	June, 1783	
14	10	same	15 11	23	35	William Christy	3	ditto	
15	10	same	15 3	24	36	Jacob Peratt	3	ditto	
16	10	same	15	25	37	Edward Tyler	3	June, 1783	
17	11	same	13 11	26	38	Greenup Adams	3		
1	5	same	5 6	27	39	Nico Meriwether	3	ditto	
2	5	Richard Eastin	5 10	28	40	same	5	ditto	
3	5	James Sullivan	8	29	41	George Wilson	3	ditto	
4	5	same	7 5	30	42	same	3	ditto	
5	5	Will Johnston	7 7	31	43	John Todd	3	ditto	
6	5	James Sullivan	7 1	32	44	James Patton	3	ditto	
7	5	Adam Hoops	7 10	33	45	William Oldham	3	ditto	
8	5	Edm'd Taylor	9 2	34	46	Heirs of Thos. McGee	3	September, 1783	
9	5	same	11 11	35	47	Joseph Sanders	3	June	
10	5	Samuel Kerby	9 10	36	48	Wm. Johnston	16 6	May, 1780	
11	5	Jacob Reagar	9 10	37	65	Samuel Boone	3		
12	5	Benja. Johnston	6 10	38	66	James Patton	3	June, 1783	
13	5	James Sullivan	8	39	67	George Wilson	3	ditto	
14	5	same	8	40	68	Wm. Johnston	18 6	December, 1783	
15	5	same	8	41	69	Troutman claims	3		
16	5	John Dorrett	8 11	42	70	Geo. Meriwether	3	June, 1783	
17	5	James Sullivan	9 10	43	71	Michl Troutman	3	November, 1785	
18	5	same	9 10	44	72	same	3	ditto	
19	5	same	8 1	45	81	(Is. Sullivan claims,	3		
20	2	same	2 5	46	82	ass'n Pope)	3		
1	outlot	Will Johnston	8 1	47	83	Edwd Holdman	3	June, 1783	
2	ditto	Will Croghan	17	48	84	Kerby & Earickson	3	May, 1783	
3	ditto	George Rice	17 10	49	85	Jacob Myers	3	September, 1783	
4	ditto	James Sullivan	12	50	86	Will Johnston	8	May, 1780	
2	of squares	Andrew Heth	4 7	51		Parnvus Bullitt	13 6	ditto	
3	ditto	James Sullivan	10	52		James Sullivan	6	ditto	
4	ditto	same	4	53		same	8	ditto	
5	ditto	same	5 1	54		Danl. Nead	10 6	ditto	
6	ditto	John Sinkler	7 6	55		same	6 6	ditto	
7	ditto	Mark Thomas	20 10	56		Walter Ed. Strong	4 6	ditto	
8	ditto	James Morrison	1 3	57	73		3		
9	ditto	same	4 1	58	74	Henry Floyd	3	June, 1783	
10	ditto	James Sullivan	1	59	75	William Stafford	3	September, 1783	
11	ditto	same	2	60	76	Henry Floyd	3	ditto	
12	ditto	same	23	61	77	Geo. Meriwether	3	June	
The point over }		Dan Brodhead, Jr.	5 9	62	78	William Swann	3	September	
{ Beargrass }				63	79	Will Johnston	10	May, 1786	
New No.	Old No.	Purchasers.	L. S. D.	Date.					
1	1	Levin Powell	3	June, 1783	64	80	George Wilson	3	June, 1783
2	2	Jacob Myers	3	September	65	46	Andrew Hynes	3	ditto
3	3	Simon Triplott	3	June	66	50	Will Johnston	16 6	December, 1785
4	6	Levin Powell	3	ditto	67	51	same	14 6	May, 1780
5	5	Lewis Myers	3	September	68	52	Patrick Shone	3	September, 1783
6	6	John Todd	3	June	69	53	John Baker	3	June
7	7	William Pope	3	ditto	70	54	Danl. Sullivan	3	ditto
8	8	Will Johnston	3	September	71	55	Will Johnston	10 6	May, 1786
9	9	same	3		72	56	John O. Frim	3	June, 1783
10	10	same	3		73	57	James McCauley	3	ditto
11	11	same	3		74	58	George Wilson	3	ditto
12	12	same	3		75	59	same	3	ditto
13	13	same	3		76	60	(Bull claims)	3	
14	14	Danl Brodhead, Jr.	3	December	77	61	Kerby & Earickson	3	August, 1785
15	15	John Conway	3	September, 1783	78	62	Jacob Pyatt	3	June, 1783
16	16	Meredith Price	3	June	79	63	Jacob Myers	3	September

New No.	Old No.	Purchaser.	L. S. D.	Date.	New No.	Purchaser.	L. S. D.	Date.
80	64	Henry French	3	June	141	Samuel Kerby	19	May
81	32	Simon Triplett	3	ditto	142	same	14	ditto
82	31	same	3	ditto	143	same	7	ditto
83	30	William H. G.	13	May, 1780	144	same	13	ditto
84	28	Levin Post	3	June, 1780	145	James Sullivan	8	May, 1786
85	28	Will Johnston	1	December	146	same	12	ditto
86	27	Will. Hancock	3	ditto	147	George Dement	7	ditto
87	26	John R. Jones	3	ditto	148	same	4	ditto
88	25	Will Johnston	3	April, 1785	149	John Donn	4	ditto
89	24	J. M. Moore	3	September, 1785	150	same	4	ditto
90	23	Dan Brodhead, Jr.	3	May, 1785	151	Will Johnston	3	ditto
91	22	Levi Todd	3	June, 1783	152	William Johnston	3	ditto
92	21	(McMullin claims)	3	ditto	153	George Dement	8	ditto
93	20	Will Johnston	15	May, 1780	154	same	4	ditto
94	19	Levi Todd	3	June, 1783	155	William Johnston	3	ditto
95	18	Will Johnston	1	May, 1780	156	James F. Moore	5	ditto
96	17	George Mennethart	3	June, 1783	157	James Sullivan	6	ditto
97		Richard Taylor	2	May, 1786	158	same	8	ditto
98		same	1	ditto	159	same	6	ditto
99		John Donne	3	ditto	160	Elijah Phillips	6	ditto
100		Will Johnston	6	ditto	161	George Dement	7	ditto
101		John Donne	1	ditto	162	James Sullivan	3	ditto
102		same	1	ditto	163	William Johnston	3	ditto
103		John Bell	13	ditto	164	William Beard	3	February, 1785
104		George Rice	1	ditto	165	Bark Reeger	1	December sale
105		Andrew Hays	19	ditto	166	Rice Bullock	1	ditto
106		James Cunningham	1	ditto	167	Benjamin Breen	1	ditto
107		same	1	ditto	168	same	1	ditto
108		Richard Taylor	1	ditto	169	Edw. Taylor	1	ditto
109		same	19	ditto	170	same	1	ditto
110		Jane Grant	3	February, 1786	171	same	2	ditto
111		Will Johnston	10	May, 1780	172	James Sullivan	3	ditto
112		John Donne	3	February, 1786	173	James Sullivan	3	May, 1785
113		same	3	ditto	174	same	7	ditto
114		James Beard	3	ditto	175	Jakin Phillips	7	ditto
115		Will Johnston	15	May, 1780	176	Richard Torral	10	ditto
116		Will Johnston	3	December, 1785	177	William Pope	10	ditto
117		same	10	May, 1780	178	Jakin Phillips	7	ditto
118		Elisha L. Hall	3	February, 1786	179	William Payne	5	ditto
119		(John Sanders claims)	3	ditto	180	Philip Barbour	7	ditto
120		John Reyburn	3	ditto	181	Robert Nelson	6	ditto
121		Will Johnston	3	September, 1783	182	same	4	ditto
122		same	16	May, 1785	183	same	4	ditto
123		Richard C. Anderson	5	ditto	184	same	5	ditto
124		Will Johnston	3	September, 1783	185	William Payne	5	ditto
125*		Phil Waters ass'n	3	ditto	186	same	4	ditto
126		Andrew Hale	1	May, 1780	187	same	4	ditto
127		Daniel Henry	1	ditto	188	same	4	ditto
128		Joseph Brooks	3	September, 1783	189	Daniel Brodhead, Jr.	3	ditto
129		William Creghlan	1	May, 1780	190	same	1	ditto
130		Margaret Wilson	3	December, 1785	191	same	1	ditto
131		James Morrison	3	ditto	192	same	1	ditto
132		same	3	ditto	193	Robert Nelson	2	ditto
133		James Patton	3	September, 1783	194	same	2	ditto
134		James Beatty	3	December, 1785	195	same	2	ditto
135		Samuel Kerby	14	May, 1786	196	Jenkin Phillips	3	ditto
136		Jane Grant	3	September, 1783	197	Stephen Ormsby	2	ditto
137		John Reyburn	5	ditto	198	John Davis	2	ditto
138		same	3	ditto	199	same	2	ditto
139		Irwin's Heirs	3	ditto	200	Stephen Ormsby	3	ditto
140		Jean Hambleton	3	February, 1780	201	Andrew L. Leach	2	ditto
					202	George C.	2	ditto
					203	Samuel Watkins	2	ditto

*Remark. "Deed issued to Gab Johnston, ass'n assignee."

*Remark. "Deed issued to E. Phillips, per order."

New No.	Purchasers.	L. S. D.	Date.	New No.	Purchasers.	L. S. D.	Date.
204	Thomas Brumfield.....	2 11	May, 1785.	263	Mark Thomas.....	1	December, 1785
205	Jacob Reagar.....	1 2	December, 1785	264	Rice Bullock.....	19	ditto
206	Robert Nelson.....	2	May,	265	Benjamin Price.....	1 1 6	ditto
207	same.....	2 13	ditto	266	same.....	1 2 6	ditto
208	same.....	3 6	ditto	267	same.....	1	ditto
209	Jenkin Phillips.....	3 2	ditto	268	same.....	1 1	ditto
210	Adam Hoops.....	1 11	December, 1785	269	Bark Reagar.....	1 3	ditto
211	same.....	1 11	ditto	270	same.....	1 6	ditto
212	Richard J. Waters.....	6 6	May	271	Josiah Bell.....	1 4	ditto
213	Jenkin Phillips.....	3 17	ditto	272	same.....	1 11	ditto
214	Paul Brumfield.....	2 2	December,	273	Richard Taylor.....	2 12	ditto
215	Edward Tyler.....	3 5 6	ditto	274	John R. Jones.....	3	ditto
216	James Morrison.....	3 1	December, 1785	275	Public Squares.		
217	Edward Tyler.....	3 15	ditto	276			
218	Lawrence Muse.....	3 1	ditto	277			
219	Jacob Reagar.....	2 10	ditto	278			
220	Edmond Taylor.....	3 12	ditto	279	John R. Jones.....	4 5	ditto
221	Will Johnston.....	3 10	ditto	280	James Sullivan.....	3 2	ditto
222	Adam Hoops.....	4 11	ditto	281	Richard Taylor.....	1 2	ditto
223	Public Square.			282	Richard Taylor.....	1 4	ditto
224				283	Will Johnston.....	1 1	ditto
225				284	same.....	1	ditto
226				285	same.....	1	ditto
227	Adam Hoops.....	4 2	ditto	286	Lawr. Muse.....	1 2	ditto
228	James Sullivan.....	4	ditto	287	same.....	1 1	ditto
229	Edmond Taylor.....	3 1	ditto	288	same.....	1 2 6	ditto
230	Will Johnston.....	1	ditto	289	same.....	1 1 6	ditto
231	same.....	1	ditto	290	Charles Bratton.....	1 5	ditto
232	Richard Taylor.....	1	ditto	291	same.....	1	ditto
233	Rice Bullock.....	1 6	ditto	292	Will John On.....	18 6	ditto
234	Benjamin Price.....	1 1	ditto	293	Richard Easton.....	1	ditto
235	Walter Davies.....	1	ditto	294	John Davis.....	1 2	ditto
236	same.....	1	ditto	295	same.....	18	ditto
237	Robert Daniel.....	1 2	ditto	296	Daniel Henry.....	1 6	ditto
238	Enoch Parsons.....	1 1	ditto	297	same.....	1 2 6	ditto
239	George Slaughter.....	19	ditto	298	David Morgan.....	18	ditto
240	Charles Bratton.....	1 13	ditto	299	same.....	19	ditto
241	James Sullivan.....	2 6	May, 1785	300	John Daniel.....	1 1	ditto
242	same.....	3	ditto		James Morrison.....	15	ditto
243	same.....	9 6	ditto				
244	same.....	5	ditto				
245	James Fr. Moore.....	12	May, 1785				
246	George Rice.....	7	ditto				
247	same.....	7 6	ditto				
248	same.....	15	ditto				
249	Will Johnston.....	12 6	ditto				
250	same.....	13 1	ditto				
251	same.....	4 6	ditto				
252	same.....	5 6	ditto				
253	Burying-ground.*						
254							
255							
256							
257	Henry Protzman.....	7	ditto				
258	Will Johnston.....	6 8	ditto				
259	James Fr. Moore.....	12	ditto				
260	same.....	15 1	ditto				
261	Thomas Dalton.....	18 6	December, 1785				
262	same.....	1 1	ditto				

* Erected in pursuance of an order for "a public Burying Place," passed by the trustees of the village May 4, 1786. It has formed the well-known cemetery on Jefferson street, between Twelfth and Thirtieth, long consecrated by the city authorities into a beautiful little park. It was, of course, the first cemetery the place had.

The Connolly forfeitures occurred this year, not only by the definition in the foregoing act of the Virginia Legislature, but by the verdict of an escheating jury, assembled at Lexington, in this State, July 1st, under George May, escheator, whose proceedings and finding have been previously recited.

ACCESSIONS TO THE SETTLEMENT
were numerous and important in this year of real municipal beginnings. Among these were people of wealth or talent who left the States along the Atlantic coast for homes in the "wild countries of the West." But the mass of the emigrants were simply hardy, earnest men and women, possessed of few talents and little wealth, but were ready to work in any and every place for the necessary means of existence.

In the former class was Mr. Thomas Helm, a relative of Captain Leonard Helm, one of the

* Remark: "Deed to John Mcpherson (Lasley)."

+ Remark in each case: "Deed issued to John Felty

captains in Colonel Clark's expedition of two years before, into the Illinois country, and father of John L. Helm, who died in office as Governor of the State September 8, 1867. Mr. Helm was from Prince William county, Virginia, and came with William and Benjamin Pope, and Henry Floyd. He remained here but one year, during which he lost four children by the deadly diseases of the time and place, when he removed to Elizabethtown, Kentucky, and spent the remainder of his days there. His son, Governor Helm, was born in Elizabethtown.

MILITARY MOVEMENTS.

During the year Colonel George Slaughter, who is named in the act establishing the town of Louisville as one of its trustees, came down the Ohio with one hundred and fifty soldiers of the State militia, to be stationed at the Falls. Mr. Collins says of the effects of this arrival: "The inhabitants were inspired with a feeling of security which led them frequently to expose themselves with too little caution. Their foes were ever on the watch, and were continually destroying valuable lives." There can be no doubt, however, that the reputation for security gained by the successes of Colonel Clark in the Northwest and the strengthening of the garrison at the Falls, was a powerful element in the attractiveness of the place to the vast immigration that was setting into the new country.

Early in the summer of this year Clark took about two hundred men "of his Virginia regiment" from the fort at the Falls down the river to a point on the Mississippi a little below the mouth of the Ohio, where the parallel of $36^{\circ} 30'$ intersects the left bank of the former stream, and there built Fort Jefferson, named, like the county in which Louisville is situated, from the Governor of Virginia, afterwards President of the United States.

1781—TRANSACTIONS OF THE TRUSTEES.

During the winter of 1780-81 the county of Jefferson was one of three great counties into which the immense county of Kentucky was subdivided, with Louisville as its county seat. The trustees of the town had possibly held meetings for consultation and business before this year set in; but the first meeting whose proceedings have survived through the century is

that noted below, of date February 7, 1781. There are some indications, indeed, in the record itself, that this was the very earliest formal meeting held. We shall find it convenient to continue just here the transcript of the record for several years thereafter. It will be observed that the record of attendance at the first meeting noticed corresponds precisely, so far as it goes, with the names, in the act establishing the town, with some slight differences in spelling. We have retained throughout the orthography of the record, except as to punctuation.:

At a Meeting of the Gentlemen appointed Trustees for the Town of Louisville, at the said Town, on Wednesday the 7th of February 1781.

Present.

John Todd, Jr.,	Stephen Trigg,
George Slaughter,	John Floyd,
William Pope,	and Marshall Brashear.

Resolved, That the Surveyor of Jefferson County be requested to lay out one thousand acres of Land on the East side of the present survey near the Conolly & Warranfall, beginning at the mouth of the Gut between the two old forts, thence one straight line to the back Line of said Survey, to include one thousand acres last said.

That the old Lot holder, on the south side of the main street lay out Thirty lot on the front of their lot, as formerly laid off, as to make the main Street 120 feet, inclusive of the Walks on each Side the next Streets to the main Street parallel thereto, to be each Ninety feet.

That the Surveyor lay off the Balance of the 2000 acres not yet laid off, into Lots and Streets as aforesaid, and cause the same to be marked at the Corners.

That Cap. Meredith Price be appointed Clerk to the Trustees of the Town of Louisville, to enter and preserve the proceedings of the Trustees.

That the Clerk send Advertisements to the adjacent Counties, notifying all concerned that the Lots will be sold to the highest Bidder at next April Jefferson Court, as directed by Law, and in the mean Time prepare Deeds as well for the Holders of Lots already laid off as for further purchasers of Lots.

That George Slaughter, William Pope, John Floyd, and Marshall Brashears, or any three of them, be authorized to confer with Jacob Myers, relative to opening a Canal and erecting a Grist Mill, as set forth in his petition to General Assembly, and contract with said Myers to carry on said Works.

JNO. TODD, JR.

At the next meeting whose transactions are preserved, January 4, 1783, at least half of the Board had changed, and we find the names of only Pope and Brashears of the original Board, with Andrew Hynes, James Sullivan, and "Benjamin Pope, Gent," as new Trustees. It was at this meeting resolved "that Isaac Cox, William Oldham, George Wilson, and James Patton, Gent, be appointed as Trustees, and that the said Trustees meet at Captain James Sullivan's

to-morrow morning at 10 o'clock." At the meeting thus provided for a number of deeds were executed to purchasers of lots, as noted in the foregoing account of lots sold under date of June, 1783. The clerk was given custody of the deeds, he to have six shillings for each, when delivered to the several proprietors. The clerk was afterwards directed to deliver no deeds "until the purchase money, three shillings, is paid to the trustees and six shillings to the clerk for each deed." Title deeds, apparently, cost more in those days than the property they conveyed. William Pope and James Sullivan were made bursars to the Trustees. Thursday afternoon the next September court was appointed for another day of sale.

At the meeting of June 27, 1783, it was resolved "that thirty feet be let on the bank of the Ohio as a common street in said town, at laying off the same, as per order of a meeting at Captain Sullivan's per adjt the 4th instant;" also "that the land between the lots already laid off and the river be laid off in squares of four lots lying square to the river line, as mentioned in the aforesaid resolut'n;" and "that these persons who have built on the lots contrary to the lots already laid off, shall have until the 1st of November to remove their buildings; otherwise they will be considered as the property of the Freehold."

August 18, 1783, it was ordered "that no standing timber shall be cut, unless by the lot-holders, and that on their own lots, on the premises of one thousand acres of land, the forfeited property of John Conelly, and Marsham Brashear, James Patton, and George Wilson, Gent, dispose of the timber and agree on the price." At this meeting Water street was named.

The currency of the time seems a little mixed in the minutes of August 22, of the same year. By one vote twenty-four pounds were ordered paid to Mark Thomas out of the sale of lots for boarding the trustees and their attendants, and by another thirty dollars were granted from the same fund to William Pope, for his chain carriers and attendants.

September 3, Benjamin Pope was voted one per cent on the sales, "for crying the lots and squares of said Town."

April 14, 1785, a further sale was ordered for

the ensuing 12th of May, "for ready cash, in order to defray the Expence of laying off the same and to satisfy the Mortgage of John Campbell, agreeable to Act of Assembly." Lots one hundred seventy-three to two hundred and fourteen, inclusive, were accordingly sold, as heretofore noted. Mr. "James Morrison, Gent," at the next meeting of the Board, "objects to the proceedings of the Meeting of the 12th, and to the sales in general, since the act of October last, relating to the Town of Louisville, and doth resign his seat." At the next meeting recorded, August 3, William Johnston was appointed in his stead. The act referred to by Mr. Morrison will be found under its appropriate year.

The path of "city fathers" in the good old days was not strewn with roses any more than it is now. A bit of clearing frankness in the report one of the committees of this body has left us a hint of the opinion held of it by at least one prominent member of the community. Two of the Board had been nominated to wait on Colonel Campbell, one of the original proprietors, and request of him the deed of partition between him and Connolly, in order to have the line run properly, as required by the act of Assembly. The committee promptly waited on the Colonel and reported that he had not the deed, but only a copy thereof, "and also that the line had been run agreeable to the Deed of partition, as directed by the Act of October last, which Information he supposed the Trustees would pay no attention to!"

October 6, 1785, James Sullivan and James Patton were appointed to superintend the sales of lots. Captain Daniel Brodhead was subsequently appointed in place of Patton. The superintendents of sales were authorized to bid on lots "as far as they may think necessary, or nearly their value, which purchases are to be considered as subject to the further direction of the trustees."

December 9, 1785, it was resolved "that all the land from Preston's line to the mouth of Beargrass and up said creek to said line be sold to the highest bidder, and also all the land that remains on this side of said creek at the mouth thereof, exclusive of the thirty feet allowed for a road between the Bottom squares and the Ohio." All the remaining land of the one thousand acre tract, formerly Connolly's, was ordered sold the

next February "to the highest bidder for ready cash."

AN IMPORTANT ACCOUNT.

In August, 1787, an account was rendered of the trust regarding the Louisville property, as follows:

The Town of Louisville,	
To the Trustees thereof	
PR.	
To paid for exp. surveying and laying out the town in 1783	£ 47 10 0
To paid James Sullivan, atty for John Campbell, per acct. No. 1*	797 15 2
To 1 blank Book 30s, minute Book 70s, 3 qu. paper at 3s. each	2 0 0
To paid an atty. in 3 suits com'd, 15s. each	2 5 0
To Wm. Johnston for services per acct. No. 2, no other allowance being made	30 0 0
To pd. a Crier Nov. 85, 60, Decemr. 85, 60	9 12 0
To pd. an express sent for the pursar, barst etc.	6 0
To paid chain men, etc., out lots	11 0 0
To paid Wm. Shannon in part for surveying out Lots he was awarded £29 17s. 6d.	8 10 0
To paid a Crier in May 1786	3 12 0
To pd. a Crier for selling in 1783 in part	3 16 2
To the Clerk of Jefferson for fee acct.	8 0 0
To a Commission of 2 per cent. allowed the pursar per order amt. £205 13s. 6d.	18 17 2
To paid Surveyor and Chain men, etc., for laying off Town, etc., at time	43 10 0
To sundry debts due pr. noemr.	139 13 6
To balance in Wm. Johnston's, one of the pursar's hands	22 16 2½
To do. in Daniel Brodhead, jr.'s	2 21 0
To the amt. of square no. 6, sold Jno. Sinkler, suit now depending	70 0 0
To pd. Mark Thomas for Boarding the Trustees first time of laying off the Town regularly, he was allowed £24	20 10 0
	£1,229 2 4½
To a balance due Mark Thomas	3 10 0
To a balance due William Shannon	12 0 0
By square no. 7, sold in 1783 to Mark Thomas and reed. in Paps	20 10 0
By square no. 6 sold in 1785 to Jno. Sinkler he is now sued for	70 0 0
By sundries reed from the sale of Lots and Lands, and balance due pr. Genl. and particular list	1,132 12 2
	£1,229 2 2
Balances due the Town etc.	
Sundries per acct.	£136 13 6
Wm. Johnston	22 16 2½
Dani. Brodhead, Jr.	2 2 10
John Sinkler is sued for	70 0 0
	£237 12 6½

* This was to extinguish Campbell's mortgage on the Connelly tract.

The balance in the hands of the trustees, and not otherwise accounted for, naturally awaked inquiry and created dissatisfaction, which finally culminated in a resort to law to compel them to disgorge. A loose leaf in an old file of papers, contemporaneous with the records from which we have given extracts, is evidently part of a committee report, and we subjoin it. The words enclosed in brackets are struck out in the original, but are also worth preserving:

"We do hereby certify that it appears to us from the minutes of the former Trustees that they are in arrears £61 6.4 [received and misappropriated by them exclusive of the Credits given above] for which a suit has been ordered, £173, the amount of sale for Square No. 6, for which a suit is depending and undetermined, also 9¼ acre Lots sold for £11.12 6 for which no deeds have issued nor money paid the whole or so much thereof as may be recovered Can be applied to the acct. of Simons & Campbell which would if the whole was reed reduce the above balance of 395.17.8 to 349.18.10.

SOME QUEER RULES.

The following is also among the old documents, endorsed "Constitution to regulate the proceedings of the Board of Trustees when convened for business." No date is appended, but they apparently go back for their origin nearly or quite to the earliest days of the board. Some of them, particularly the seventh, are altogether unique:

Rules to be observed by the Trustees of Louisville, when convened.

1. The Board shall appoint a Chairman at every stated meeting, who shall (as far as it may be in his power) see that decorum and good order be preserved during the sitting of the Board.
2. When any member shall be about to address the Chairman, such member shall rise in his place and in a decent manner state the subject of such address.
3. No member shall pass between another addressing himself to the C. M: [Chairman] and the Ch. M., nor shall any member speak more than twice upon the same question (unless leave be granted by the Board for that purpose).
4. No member shall (during the sitting of the Board) read any printed or written papers except such as may be necessary or relative [to] the matter in debate then before the Board.
5. Any member, when in Louisville, absenting himself from a stated or called meeting of the Board, and not having a reasonable excuse therefor (which shall be judged of by the Board) shall forfeit and pay the sum of three shillings, to be collected by the Collector and applied as the Board may thereafter direct.
6. No species of ardent or spirituous liquors shall upon any pretence be introduced during the sitting of the Board. If it should be, it shall be the duty of the Chairman to have the same instantly removed, and the person so introducing it it shall be subject to the Censure of the Chairman for so doing.

7. Upon the commission of the crime set a second time by the same person, he shall, besides the forfeiture of his address, be liable to pay the sum of Six Dollars, to be collected and applied as set forth in the next article; the liquor so brought in for the use of the Board of Officers and members.

8. No member shall when not called on address the Society. If he should do so, the Chairman may call him to order.

9. If two or more members desire to speak at the same time, the Chairman shall direct the order.

10. All personal matters and disputes shall be decided. Any member guilty of a breach thereof shall be forthwith called to Order, either by the Chairman, or by any other member.

11. No person shall be at liberty to address the Chairman, but at a place chosen and allotted for that purpose by the Chairman or a majority of the Board then sitting.

12. No person belonging to the Board or immediately concerned for them or under their notice shall make use of indecent language or shall profanely swear. Any person who shall presume to act in any manner contrary thereto, shall be subject to the censure of the Chairman and be liable to be removed from the Board, or may at such time become of the services of the Board, and that no person shall absent himself from [word illegible] without permission first (for that purpose) obtained from the Chairman.

A new map of the village is said to have been ordered by the Trustees this year from the County Surveyor, George May; but it has totally disappeared, if indeed, it was ever made.

VALUABLE ACCESSIONS.

An extraordinary immigration of young girls during 1781 is noted by several historians. This region abounded in unmarried young men, as all new countries do, and the pouring in of a tide of the opposite sex was a matter of great interest to all inhabitants, whether personally affected or otherwise. One chronicler of the time writes, with all the seriousness and propriety due a matter of greatest solemnity, that "the necessary consequence of this large influx of girls was the rapid and wonderful increase of population." Doubtless he meant that the greater morality of a country peopled by families served as an inducement for further immigration. Many of the present families in Louisville trace back to the marriages of this and the early following years.

MILITARY MATTERS.

Near the beginning of this year, January 22d, Colonel Clark received deserved promotion to the rank of brigadier-general. This was not, however, a commission in the Continental army; but rather in the State militia, under appointment of Thomas Jefferson, Governor of Virginia. His commission read: "Brigadier-general of the

forces to be embodied in an expedition westward of the Ohio." He was to take command of several volunteer corps intended to march northward through the wilderness and reduce Detroit. They were to rendezvous at the Falls March 15th, for organization under the personal direction of General Clark; but it was found impossible to recruit the troops, and the expedition had to be abandoned. The General confined himself to simple defensive operations, among which was building of a large galley or barge, to be propelled by oars, and carrying several four-pound cannon. With this he kept up a considerable show of activity, frequently sending it to patrol the river between the Falls and the mouth of the Licking. Traditions vary greatly as to the real service done by this vessel. Some thought it of inestimable value in warning off or directly beating off Indian attacks; others deemed it useless. Very likely the latter view is correct, since the General is known to have abandoned it after a few months' service. According to Casseday, "the Indians are said never to have attacked it, and but seldom to have crossed that part of the river in which it moved."

RESIDENTS OF LOUISVILLE.

A list of possible spectators of the first remarkable fight that occurred in the hamlet, of which Colonel Durrett gives a comical description, comprising this list, enables one to get a pretty fair view of the men of Louisville in 1782. It is as follows:

Thomas Applegate, Peter Ausergess, William Aldridge, Squire Boony, Marham Brashears, James Brown, Joseph Brown, Proctor Ballard, General George Rogers Clark, Richard Chewath, Isaac Cox, Moses Cherry, Hugh Cochran, John Caghey, James Crooks, Jonathan Cunningham, John Camp, George Dickens, John Durrett, John Doyle, Colonel John Floyd, Joseph Greenwall, Willis Green, George Grundy, Sr., George Grundy, Jr., Samuel Harrod, John Hinkston, Michael Humble, John Hinch, Samuel Hinch, Benjamin Hansberry, John Handley, Doris Hawkins, John Hawkins, Andrew Hines, Samuel Jack, John James, Mathew Jeffries, Isaac Keller, Ernest Miller, John McCarrland, Thomas McCarty, John May, George May, John McManus, Sr., John McManus, Jr., George Meriwether, William Oldham, James Pursely, Thomas Purcell, Meredith Price, Benjamin Pope, William Pope, James Patten, Thomas Spencer, Henry Spillman, John Sellars, James Stevenson, William Smiley, William Shannon, James Stewart, James Sullivan, George Slaughter, Edward Tyler, Benjamin Taylor, Moses Templin, John Tuel, John Todd, Jr., Stephen Tragg, Jacob Vanmeter, Henry Wade, Leyton White, John Whitacre, Abiam Whitacre, Aquilla Whitacre, John Wray, Thomas Whitedge, Christopher Windsor, George Wilson, and John Young.

THIS FIRST FIGHT.

as described by Colonel DeWitt, was between the well known citizens, Daniel Sullivan and J. M. Carr, at an election held April 3, 1781. The principal issue of it was the loss of a part of Sullivan's right ear, which he finally took so much to heart, as likely to cause suspicion that he had been chopped for crime, that the next year he took Carr into the office of Meredith Price, Clerk of the county courts, and caused the following untrue entry to appear of record, under date of March 5, 1782:

Satisfactory proof made to the Court that the finger of Daniel Sullivan's right ear was cut off in a fight with John Carr. Ordered: That the same be stricken from the record.

ANOTHER COLD WINTER.

The season of 1781-82 was also a severe one. It is described as "remarkable for the appearance of the original forest which then covered the country. Rains fell, and the water congealed upon the limbs of the trees until the whole forest appeared like trees of glass. The rays of the sun, when the days were not cloudy, were reflected from tree to tree, as if a forest of diamonds were lighting up the landscape with its refractions. The weather was too cold for the ice to melt from the trees, and as other rains fell upon them, the ice grew so thick that many limbs fell with the weight, and the forest in many places appeared as if a tornado had swept over it."

1782--THE "OLD FORTS."

A much more important military measure was undertaken this year, in the erecting of Fort Nelson, as a more efficient means of protection to the growing colony at the Falls of the Ohio. Whether two forts, or but one, preceded this upon the mainland, must probably be forever a matter of doubt. "Two old forts" are distinctly mentioned in the transactions of the Trustees above quoted, February 7, 1781--and these must leave out of the question a work mentioned by Mr. Casseday as built the same year; since, if already erected in January and the first week of February, it would hardly be referred to an "old fort." The historians variously give the date of the erection of a simple, rude fortification on the mainland as the fall of 1778, the spring of 1779, some time in 1780 (when Collins says "the first fort that deserved the name

of fort was built"), and 1781. It is altogether probable that, as the settlement extended westward, an additional temporary work was erected on the opposite side of the "Cut," or ravine, that put up on the east side by the movers from Corn Island in 1778-79 being the other old fort mentioned in the resolution of the Trustees. This hypothesis is not absolutely necessary, however, since the old work on the island and the later one on the shore may easily have been so situated that the description by the Trustees of the mouth of the ravine at the foot of Twelfth street as "between the two old forts" would be justified. We incline to think that this was the actual state of the case.

FORT NELSON.

However this may be, and whether three or four, or only two petty fortifications were previously erected by the troops and settlers upon the island and the shore, it is certain that the time had now come for the erection of a military work more suitable for the defense of the rapidly increasing settlement, the quartering of the troops stationed here, and the dignity of headquarters for the new brigadier-general. A site was accordingly selected upon the river-front, pretty nearly at the middle of this side of the Connolly tract, between First and Twelfth streets, upon which the original town of Louisville was laid out. It is not known how many acres were taken for this purpose; but from the indications of the line of the stockade and foundations of the block-house, observed during the excavations made in the summer of 1832, in a cellar preparing for stores on Main street, below 6th, and also in 1844, for an improvement on Main, opposite the Louisville Hotel, it is pretty well ascertained that the south front of the fort came quite out to this street, and that it extended from Sixth street to and a little beyond Seventh, at least to the northeast corner of the old tobacco warehouse. The lower part of the present line of Seventh street is commonly reported to have run directly through the site of the principal gate of the fort, just opposite the headquarters building. The old Burge residence, No. 24 Seventh street, is understood to stand, so far the extent of it goes, upon the tract occupied by the fort; and it is quite possible that precisely upon this slight eminence--the old "second bank" of the river--

stood the residence and office of General Clark. It is an interesting fact that in the Barge mansion died Elisha Applegate, the first white child born in Jefferson county, outside of Louisville, and himself born in the simple fortification at Sullivan's, on the Bardstown road.

The fort proper is supposed to have covered but about an acre of ground. It consisted mainly of a breastwork, formed by a series of small log-pens, filled with earth thrown up from the ditch. Along the top of this work ran a line of tolerably strong pickets, or a stockade, ten feet high. This on three sides. On the fourth, or river side, less strength was necessary, owing to the natural protection afforded by the long slope of the bank. Here the log-pens were consequently dispensed with, and a row of pickets furnished the sole artificial defense. On this side, however, as commanding the river approaches, it is probable that most of the small cannon brought down the river with the State troops by Colonel Slaughter in 1781 were mounted, and it is known that among the artillery was the "double-fortified" brass six-pounder which Clark had captured at Vincennes, and which became a famous field-gun in his several expeditions. But for this piece, it is believed, the Indian fort at Piqua, Ohio, could not have been taken. All these are known to have been in the fort, but it is not recorded where they were mounted. Haldeman's City Directory for 1845, published after the discoveries in the former year were made, says that the protection of pickets was extended eastward, so as to enclose a perennial spring of water, about sixty yards from Main street and a little west of Fifth, which was still running when Mr. Haldeman wrote. If so, the entire space enclosed, reaching from near Fifth to a line beyond Seventh (and some, as Casseday, say to Eighth) street, must have been far more than a single acre. The fort was surrounded by a strongly defensive ditch, eight feet wide and ten deep, with a line of sharpened pickets on its middle line further increasing the difficulties of carrying it and reaching the breastwork and stockade. The whole must be regarded as a very formidable work to a besieging enemy, and one eminently creditable to the genius of General Clark and his counselors or engineers, and to the unflinching labors of the garrison.

The fort is supposed by some to have taken

its name from one Captain Nelson, who was then a prominent citizen in the village. It is far more probable, however—indeed, it may be considered as demonstrably certain—that the work was entitled in honor of Colonel Thomas Nelson, now Governor of Virginia, just as Fort Jefferson, on the Mississippi, had been named by Clark the year before, in honor of the then Governor. Nelson was a native Virginian, but educated in England, was a member of the House of Burgesses in 1774, and of the Continental Congress in 1775-76, and was a signer of the Declaration of Independence. He was made a regimental commander in the Virginia militia when it was reorganized, in preparation for the Revolutionary War, and afterwards commander-in-chief, with the rank of brigadier. He continued his services in this capacity, after he became Governor, and until the surrender of Cornwallis. In 1781 he succeeded Jefferson as Governor of Virginia, being the third in the State since independence was declared. Eight years afterwards he died, aged but fifty. Nelson county, formed in 1784, the fourth in Kentucky in order of erection, and the first carved from Jefferson county, is also named from him.

In one of these "old forts" the first shingle roofed house in Louisville was built by Colonel Campbell, at a very early date, but in just what year is not known.

A TERRIBLE YEAR

This was a dreadful year for the settlers elsewhere in Kentucky, and for voyagers on the Ohio, though Louisville happily escaped the horrors of Indian massacre or conflict, very likely in consequence of the erection of this strong defensive work. It was in this one year that occurred Estill's defeat and death, near Mt. Sterling, the disasters at the Upper and a week later at the Lower Blue Licks, the siege of Bryan's Station by six hundred Indians and some British troops, the total destruction of Colonel Lochry's expedition on the Indiana shore, a few miles below the Great Miami, and many minor affairs with the savages here and there. Lochry was on his way in boats to the Falls, with about one hundred recruits for General Clark and some civilians, when he was attacked in an unguarded moment in his camp upon the river-bank, and every man of one hundred and eight was killed

or carried off into captivity. In November, the Falls City again saw something of the pomp and circumstance of glorious war, in the assembly under Colonel John Floyd, of a portion of the force collected by General Clark at the mouth of the Licking, and marched north into the Miami country, in retaliation for the outrages of the year. The punishment he inflicts is so severe that no organized band of savages thenceforth invades the Dark and Bloody Ground.

THE BEGINNING OF COMMERCE.

One of the the great victories of peace—the magnificent commerce of Louisville—must be considered also as somewhat associated with this year. It is held that the beginnings of the New Orleans trade, from the Ohio, properly date from 1782. Some time in the winter, doubtless the early part of the season, since it was a very cold one—two French traders, named Tardiveau and Honore, made the first trading voyage from Redstone Old Fort (Brownsville) on the Monongahela, to New Orleans. They subsequently transferred their operations to Louisville, where Mr. Honore continued to reside until near the middle of this century.

According to an inscription over the grave of Captain Yoder, who is buried in Spencer county, he must have passed the Falls in the early spring of this year, in the first flat-boat, so-called, that ever passed down the Mississippi. He embarked at Redstone Old Fort, reached New Orleans in May, sold his cargo of produce, probably provisions for the most part, to the Spanish commandant, invested the proceeds in furs and hides, and sold them in Baltimore, making a great profit out of his entire trip. He repeated the trip and his purchases, but this time at a loss, and seems to have then retired from the river trade.

THE APPLAGATES.

Thomas and Mary Applegate were among the first settlers on what is now the Bardstown road, six miles south of Louisville, at Sullivan's Station. Here their son, Elisha Applegate, was born March 25, 1782, the first white child born anywhere in Jefferson county. He removed to Louisville in 1808, and became a brewer, then a dealer in tobacco—the pioneer, indeed, of that branch of trade in the city. He remained in that business more than forty years, holding also the office of Tobacco Inspector, until 1860,

when he retired from business. In 1831-32 he built the hotel on the south side of Main, between Seventh and Eighth streets, called at first the United States, and then the Western Hotel. The original Louisville Hotel was built the same year. He was one of the three old citizens of Louisville whose presence at the opening of the Industrial Exposition in 1872 was a marked feature of the occasion. He died May 25, 1874.

MAJOR CROGHAN.

This year came Major William Croghan, from Virginia, and settled at Locust Grove, a few miles above the town, near the river. One of his sons, Colonel George Croghan, was the redoubtable hero of the famous defense at Lower Sandusky, in the war of 1812; another was William Croghan, Jr., long a resident here and in Pittsburgh. Major Croghan was early appointed Register of the Land Office, and the queer little building in which he had his office was still standing in the garden at Locust Grove a few years ago. This place was the scene of the most generous hospitality, and almost every stranger of social position visiting Louisville was entertained there. It was here General George Rogers Clark, brother of Mrs. Croghan, died in 1818.

MORE COLD WINTERS.

Every winter, in these years, the settlers suffered from an intense cold rarely known in this region. The season of 1781-82 was remarkable, not only for severe cold, but for a singular sleet, which at times completely encrusted the trees and bushes, and greatly excited the wonder of the Virginians and other white settlers, who had never seen the like in their old homes. The second, third, and fourth winters from this were also sharply cold, and during the winter of 1788-89 the Ohio was frozen up and closed against navigation from Christmas till the 18th of March.

The inhabitants found it a most serious undertaking to obtain provisions of any kind. There was no meat excepting bear or deer, and these in limited quantities, for, during the previous summer and autumn, while the Indians had been waiting to attend a treaty at Marietta, they had subsisted on the game of the country around. Weeks passed in the homes of many of the settlers without even bread—coarse meal from a rude hand-mill, and not unfrequently whole corn boiled, taking its place.

1783—THE FIRST STORE.

Another notable commercial event occurred after navigation opened this year—the opening of the first general store in Louisville, and the second in what is now the State of Kentucky, the first having been started at Boonesborough, in April, 1775, by Messrs. Henderson & Co., the would-be founders of "the Province of Transylvania." Mr. Daniel Brodhead was the happy man to expose, first amid the wilderness of the Louisville plateau, the beautiful fabrics of the East to the linsey-clad dames and belles of the Fall city. Mr. Butler, in his History of Kentucky, says "it is believed that Mr. Broadhead's was the first store in the State for the sale of foreign merchandise." He transported his moderate stock in wagons from Philadelphia to Pittsburg, and thence on flat-boats they were floated down to Louisville. Mr. Collins says: "The belles of our 'forest land' then began to shine in all the magnificence of calico, and the beaux in the luxury of wool hats." We add the following from Casseday's History:

The young ladies could now throw aside all the domestic products of their own looms, take the wooden shoes from their ill-bound toes, and on festive occasions share in all the glories of flowered calico and laced bonnets.

It is not known whether it was this worthy Mr. Broadhead who was the first to introduce the luxury of glass window-lights, but it is certain that previous to this time such an extravagance was unknown, and there is an anecdote connected with the first window-pane which deserves a place here, and which is recorded in the words of an author who is not more celebrated for his many public virtues, than for his unceasing and incurable exercise of the private vice of punning. After referring to the introduction of this innovation, this gentleman says: "A young man who had seen glass spectacles on the noses of landlards, saw this spectacle with astonishment, and running home to his mother exclaimed, 'O, Ma! there's a house down here with specs on!' " "This," he adds, "may be considered a very precious manifestation of the power of generalization in the young Kentuckian."

PEACE AND PROSPERITY.

News of peace with Great Britain and the accomplished independence of the colonies, which had been recognized by the Treaty of Paris on the last day of the previous November, did not reach Louisville until some time this spring. It naturally caused great rejoicing. Peace with the mother country was an element in the confidence which the inhabitants now felt against Indian attack, and the recent successful expedition of Clark against the native towns on the Miami was a yet greater one. As Mr. Casseday says:

Something, too, security and confidence was now established, and consequently the immigration here was constant and large. Factories for supplying the necessities of the household were established, schools were opened, the products of the soil more carefully attended to, and abundant crops were collected; several fields of wheat were gathered near Lexington, and the whole country changed its character from that of a series of military outposts to the more peaceful and more attractive one of a newly settled home land and fertile territory, where industry met its reward and where every one could live who was not too proud or too indolent to work.

Among the immigrants of this year was William Rowan, a Pennsylvanian formerly possessed of wealth, but who had been nearly ruined by the war of the Revolution. He came to Louisville in March, but remained only a year, when, with five other heads of families, he made a settlement at the Long Falls of Green river, then about one hundred miles from this or any other white settlement. He was father of the distinguished John Rowan, formerly Judge of the Court of Appeals and Senator of the United States, from whom Rowan county, in this State, is named. A thrilling incident of their removal, in late April, 1784, is told in our chapter on the Indians, in the first part of this volume.

REDUCTION OF THE MILITARY.

Another consequence of the peace was probably not so well relished by General Clark and other gentlemen of military proclivities, who had their subsistence in army life. The State of Virginia, like the other colonies, found herself very much impoverished at the close of the war, and immediately took steps to reduce the military establishment, on the borders, as elsewhere. Her forces were disbanded, and General Clark, with others, was honorably retired from service with the grateful thanks of the Governor and Council "for his very great and singular services." The same year the splendid land grant was made by the Virginia Legislature, to him and his soldiers, upon his share of which he presently founded Clarksyille. A sword had been voted by the State to him in 1779, but he afterwards, in a fit of petulance and anger at fancied ingratitude for his services, broke and threw it away. A new one, costing \$400, was purchased for him by order of the Virginia Legislature in 1812, and transmitted with a very handsome letter from the Governor.

It does not appear, however, that Fort Nelson was now abandoned. It became instead head-

quarters for United States troops in this part of the valley, and will hereafter come again into notice.

A TROUBLE-SOME INCIDENT OF 1761.

Mr. Casseday has still another interesting incident to relate of this year, nearly as follows:

The notorious Town Tinkers had written back to some of the sparks with some treacherous Virginia suggestions, and urged Congress to declare and hold the country entire. Two Pennsylvanians, Galloway and Landon, were some great admirers of the war, and became disaffected to all the doctrines. Pomerey coming to the Falls just at that time, gave out a little anonymous notice to some of the land-lords, for those whom he followed had little regard for the rights of their neighbors. Such a state of things could not easily be met by law, for just what could the man do might be questioned for it seemed difficult to decide. An old law of Virginia was finally found which entailed a penalty in transportation "the propagation of false news, to the disturbance of the good people of the colony." In May of the following year, under this law, the man Pomerey was tried and had to pay five thousand pounds of tobacco, besides paying costs and giving security for future good behavior in the sum of three thousand pounds.

Galloway, who had celebrated these same doctrines in and around Lexington, met the same fate. Neither did procure the required amount of tobacco, so as to uphold the law given them that they would not be punished if they should attempt to leave the country.

SOME IMPORTANT LEGISLATION.

By this time Colonel Campbell had escaped from his durance vile as a prisoner of war in Canada, and had represented the danger to his vested interests at the Falls incurred under the act of 1780. In May of this year, therefore, the following act was passed by the Legislature:

An Act to suspend the sale of certain exhausted lands, late the property of John Connolly.

WHEREAS, it hath been represented to this Assembly by John Campbell lately returned from captivity, that in his absence an Act of Assembly passed in the year 1780, "for establishing the town of Louisville, in the county of Jefferson," whereby one thousand acres of land, then supposed to be the property of John Connolly was divided and parcelled out into lots and streets, and the money arising from the sale thereof to be paid into the treasury, and whereas the said one thousand acres was, at the time of passing the said act, under a mortgage to the said John Campbell and one Joseph Simon, as a security for the payment of £450, Pennsylvania currency, due to them from the said Connolly, and whereas, other one thousand acres contiguous thereto, said to be the property of the said John Campbell, but then supposed to belong to the said John Connolly, together with the said one thousand acres on which the said town was established, were estimated to be the said Campbell was in captivity, and are now liable to the same under the act concerning exiles and emigrants, from and to the said Connolly, a very great injury may be done to the said John Campbell.

SECTION 2. Be it therefore enacted, that all further proceedings respecting the sale of the said lots and lands shall

be, until the same is hereby suspended until the end of the next session of the General Assembly.

The following is the act of Assembly so often referred to in the subsequent proceedings of the Board of Trustees of the town:

An Act respecting the plan for the act for establishing the Town of Louisville.

SEC. 1. Whereas, Jno. Campbell and Jno. Connolly, being seized as tenants in common of, and in possession of land lying at the Falls of the Ohio river, did, on the 6th of Feb., 1776, execute unto the other a deed of partition of the same land, whereby the said Jno Connolly was to take 1000 acres at the upper end, and one other 1000 acres at the lower end of, and tract as his proportion; and whereas the said Jno Connolly, being considerably indebted to the said Jno Campbell and Jos Simon, and as a security for the payment thereof did, by deed bearing date the 7th day of Feb., 1776, mortgage to them the said 2000 acres of land; and whereas, in May session, 1780, an act passed for laying off 1000 acres of land, then supposed to be the forfeited property of the said John Connolly, into lots and streets, and which was certified as a true by the name of Pomerey; and whereas, it is represented to this present General Assembly by the said John Campbell, that partition lines have not been run for ascertaining the bounds between his and the said Connolly's lands, and that the sum for which the said Connolly mortgaged his moiety of the lands, together with the interest thereon, is still due to the said Jno Campbell and Jos Simon, and it being unjust to take from them that security of the land so mortgaged by the said Connolly for the payment of the debt and interest.

SEC. 2. Be it therefore enacted, That the act of Assembly for establishing the town of Louisville, at the Falls of Ohio, so far as it effects the property of the said Jno Campbell and Jos Simon, shall be and the same is hereby repealed, and that no act, matter, or thing had or done in virtue of said acts shall be construed, deemed, or taken to effect or prejudice the title of the said Jno Campbell and Jos Simon to the land aforesaid.

SEC. 3. And be it further enacted, That the Surveyor of the county of Jefferson shall run the partition lines between the said Jno Campbell and Jno Connolly according to the division lines described in the said deed of partition.

THE PRICES

of some of the then considered necessities of life, as fixed by the County Court about this time, were as follow: Whiskey was \$15 per half-pint, corn \$10 per gallon, a diet \$18, lodging on a feather bed \$6, and stabling for a horse one night \$4. Colonel Durrett thinks it likely, however, that the traveler took care to pay his landlord in Continental money, then depreciated at a thousand to one of coin.

COLONEL R. C. ANDERSON.

The most notable arrival of the year was Lieutenant Colonel Richard Clough Anderson, a gallant officer of the Revolution, and now surveyor General of the Western Lands reserved as bounties to the soldiers of Virginia in that war. He

was grandson of Robert Anderson, supposed to have come from Scotland in the latter part of the seventeenth century, and settled in Hanover county, Virginia. From the union of his son Robert (born January 1, 1712), and Elizabeth Clough, daughter, it is somewhat dubiously said, of a Welsh colonist, Richard C. Anderson sprang. He was born January 12, 1750; in early youth became surgeon for a wealthy Virginia merchant; January 26, 1776, was appointed Captain of the Hanover county company of regulars, and March 7th following, to the same grade in the Fifth regiment of Virginia Continentals; and took a conspicuous part with his company in the battle of Trenton, where he was wounded, and in the Philadelphia hospital to which he was taken he also suffered from small-pox, whose marks he carried the rest of his life.

He afterwards participated in the battles of Brandywine and Germantown; February 10, 1778, was made major in the First Virginia regiment, and with it took part in the battle of Monmouth; accompanied the expedition of Count D'Estaing to Savannah in the fall of 1779, and was permanently injured in the charge upon the enemy's works; was captured by the British at Charleston, and remained a prisoner nine months; was then detached to service upon the staff of General Lafayette; assisted Governor Nelson, of Virginia, in organizing the militia during the siege of Yorktown; upon the disbandment of the army was appointed surveyor-general of bounty lands; came to Louisville in the spring of 1783 and established his office; in 1787 married a sister of General George Rogers Clark, and the next year transferred his home to his "Soldiers' Retreat," in the comparative wilderness—ten miles in the interior, where the rest of his life was spent. In 1797, his first wife having died, he married Sarah Marshall. He revisited Virginia in 1824 or 1825, and not long afterwards had the great pleasure of meeting his old companion-in-arms, General Lafayette, during the latter's visit to Louisville. Colonel Anderson died October 16, 1826, aged seventy-six years, nine months, and four days. He left six sons, all of whom attained greater or less distinction—Richard Clough, Jr., a Congressman and Minister of the United States to Colombia; Larz, long a Cincinnati of much wealth and

prominence; Robert, of Fort Sumter fame; William Marshall, a pioneer in crossing the Rocky mountains, and a scientist of some note; John Anderson, of Chillicothe, Ohio; and Charles, late Lieutenant Governor of Ohio, and now an honored resident at Kuttawa, Lyon county, Kentucky. To the kindness of the last-named we are indebted for authentic materials for this brief biography of one of the most remarkable men of Louisville's early day.

MAJOR HARRISON.

With Colonel Anderson, in a "breadhorn" down the Ohio, came to the Falls Major John Harrison, who had also served gallantly in the Revolutionary war. In 1787 he married Mary Ann, daughter of Dr. Benjamin Johnston, and the same year, when the inhabitants sought temporary refuge in the fort at Clarksville, during fear of Indian attack, his oldest child, who became Mrs. New, was born. He continued to reside in Louisville, and died in 1821. Among his five children was James, born May 1, 1799, now the Nestor of the Louisville bar, and the sole living link of native residents connecting the eighteenth and nineteenth centuries.

1784 MORE LEGISLATION.

In October, 1784, still another act was passed by the Virginia Legislature, reciting the doubts which had arisen "in the minds of the purchasers of lots in the town of Louisville with regard to their titles," upon the construction of the act of October, 1783, that "the Trustees of the said town of Louisville know not how to proceed in executing the law passed in May, 1780, for establishing the town of Louisville." It was therefore enacted—

That the Trustees of the said town of Louisville shall, as soon as may be, give notice to the said John Campbell, and proceed to running the partition lines between the lands of the said John Campbell and John Connolly, according to their respective deeds of partition; and, as soon as the said partition lines shall be run, the said Trustees shall lay off into convenient lots or parcels, not exceeding one hundred acres, and sell such of the unsold lands of the said John Connolly as remain unsold, and shall, in the first instance, after paying the necessary charges of surveying and laying off the said land, apply the money arising from such sales to redeeming the said land from the mortgage to the said John Campbell and Joseph Simon, and shall pay the overplus into the Treasury of the Commonwealth. And in case the said lines of partition shall have been run, according to an act entitled "An act for repealing in part an act for establishing the town of Louisville," previous to the passing of this act, then the said Trustees shall proceed immediately to sell, in

manner, before directed, the said enclosed land of the said John Connolly, and to apply the money arising from such sale to the purpose aforesaid.

It was further provided they should receive and apply all moneys due for lots sold under the original act and that the titles of purchasers under that act should be deemed valid against the claim of Campbell and Simon, and their heirs or assigns, but that this should not be construed to affect the title of Campbell to such part of the town as had been laid off upon his share of the land.

Sundry other acts, passed from time to time by the Legislature of Virginia or Kentucky, as the dates approached when they were demanded, afforded relief to those purchasers of lots who had been unable to comply with the provision of the statute of 1782, prescribing the "condition of building on each a dwelling-house, 60 feet by 20 feet at least, with a brick or stone chimney, to be finished within two years from the day of sale." These acts extended the time from year to year, as much as was deemed necessary to secure all in their possessory rights. The Trustees were also changed by the Legislature at least once, as will be found hereafter, in the Civil List of the city.

THE FIRST LAND OFFICE.

Another important measure, in regard to landed property in this region and the Virginia Military District in Ohio, was undertaken July 20th of this year, in the opening of a land office in the little town of Louisville. All the territory between the Cumberland and Green rivers, except the grant to Henderson & Company, but including, of course, the site of Louisville and the present Jefferson county, had been appropriated as bounty lands to the soldiers of the Virginia line, on the Continental establishment, in the Revolutionary war. If they should be exhausted, locations were then to be made for the same purpose upon the present soil of Ohio, between the Scioto and Little Miami rivers, in what is now known as the Virginia Military District. In 1783 Colonel Richard Clough Anderson, a Virginia officer of high reputation in the late war and a brother-in-law of General Clark, whose sister he married, was appointed principal surveyor of these military districts by the officers of the Virginia line, and his appointment was confirmed by the Virginia Legislature. His con-

tract with them, dated December 17, 1783, is still extant, and has been printed in McDonald's Sketches. He removed to Louisville, bought a fine farm in the neighborhood, which he named the "Soldiers' Retreat," from the character of his business, and opened his office, at which it seems that formal location or entries could be made, as later at the Government land-offices. The first entry was made in the name of William Brown, of land at the mouth of the Cumberland. No location of the kind was made upon the Ohio lands until August 1, 1787, when Wace Clements entered 1,000 acres at the mouth of Eagle creek, above Cincinnati. The office was subsequently removed to Chillicothe, Ohio, upon the Military District in that State, when the increasing number of entries there demanded the change, for convenience' sake.

OTHER SURVEYORS.

The surveyor of Jefferson county, George May, also a Virginian, and appointed by the Governor, formerly surveyor of the county of Kentucky, had already opened an office, in November of 1782, at Cox's Station, now in Nelson county. The notorious Captain Gilbert Imlay, self-styled "commissioner for laying out lands in the back settlements," and author of A Topographical Description of the Western Territory, belonging mainly to Kentucky, published first in 1792, is said to have been appointed a deputy surveyor in this county in 1784, and to have laid off many thousands of acres here. Mr. Collins, from whose history we have this fact, thinks that "probably he was agent for English land speculators." He was the same Imlay with whom the celebrated English woman, Mary Woolstonecraft, afterwards became involved, and to whom she wrote the remarkable letters that have recently been collected and embodied in a printed volume.

William Pope was employed in 1783 to make a fresh draft of the plat of Louisville; but it also has gone the way of all the earth. The map of Imlay, deputy surveyor aforesaid, may have been made about this time. It appears in his Topographical Description, published some years afterwards. Colonel Durrett adds:

It presents the same landmarks shown by the map of Captain Hutchins also published. But the shores of the Ohio are altogether different from what they appeared in the chart of Hutchins. On the Indian side the village of Clarke

[illegible]

APPENDIX

Patrick Joyes came this year, and settled about the same time on the lot on the northeast corner of Main and Sixth streets, which continued in his family until the summer of 1882. An Irishman by birth, he was brought up in France and Spain and came to Louisville as an agent of a mercantile house in Philadelphia. In those early days his knowledge of French and Spanish brought him in contact with all the prominent men of the valley of the Ohio who were involved in either commercial or political negotiations with Louisiana. His oldest son, Thomas Joyes, was born December 9, 1787, on the above-mentioned corner, and inherited his father's talents for the acquisition of languages, having mastered by the time he attained his majority, or soon afterwards, French, German, and Spanish, and one or two Indian dialects, by picking them up from the few books that were accessible to him, and by receiving oral instruction from any foreigner who could spare him a moment's time. Thomas Joyes's training was miscellaneous—in the clerk's office as a copyist, and in the field as a surveyor. He served in the War of 1812, and was a captain in the Thirteenth regiment of Kentucky militia at the battle of New Orleans. He was a deputy surveyor under General Rector in the West about the year 1816, and surveyed for the Government that part of Illinois of which Peoria is the center. In the well-known struggle

between the two parties that distracted Kentucky after the financial crisis that followed soon after the War of 1812, he was a zealous "new count" man, and represented Jefferson and Oldham counties in the Kentucky Legislature. As his native place grew from villagehood into cityhood he was frequently a member of the board of trustees and of the council, and represented it on two or three occasions in the Legislature, the last time having been in the winter of 1834-35. He died May 4, 1866, the oldest native of Louisville.

The second son of Patrick Joyes was John Joyes, born January 8, 1799, who, after completing his academic education, studied law and was admitted to the Bar of Louisville. He was one of the early mayors of the city when it was raised to that dignity, and by executive appointment was made the first judge of the city court when that court was created in 1835, which office he filled with success and ability until the year 1854. He also represented his native county in the Legislature when quite young. He died in Louisville May 31, 1877. The other children of Patrick Joyes were Mrs. Johnson, Mrs. McGonigal (afterwards Smith), and Mrs. William Sale. The greater part of his posterity are still residents of Louisville.

In 1783 also came to Kentucky, by emigration from Virginia, the well-remembered Alexander Scott Bullitt, who for almost a quarter of a century was a resident of Jefferson county. A full sketch of his life and public services will be given in a future chapter.

Colonel Armistead Churchill, of Middlesex county, Virginia, removed to the Falls this year, and settled on the estate ever since held by the family, three miles from the river. Here he died in 1795, aged sixty-four; but Mrs. Churchill survived until 1831, when she died at the age of ninety-one. They were parents of Colonel Samuel Churchill.

CREVEOEUR'S WONDERFUL STORY.

The most surprising account of the infant Louisville that has been preserved, is included in an elaborate letter written here August 26 of this year, by M. St. John de Crevecoeur, a native of Normandy, who emigrated to this country at the age of sixteen, was a cultivator of the soil in Western New York at the outbreak of the Rev-

olution, and subsequently French consul in New York city. This, with other letters of Crèvecoeur, was published in three volumes in Paris in 1787, and elegantly translated in 1879 by Professor P. A. Towne, for the early numbers of his Louisville Monthly Magazine. We give but brief extracts from this most interesting old document:

After having remained twenty-two days at Pittsburg, I took advantage of the first boat which started for Louisville. It was 55 feet long, 12 wide, and 6 deep, drawing 3 feet of water. On its deck had been built a low cabin, but very neat, divided into several apartments, and on the fore-castle the cattle and horses were kept as in a stable. It was loaded with bricks, boards, planks, bars of iron, coal, instruments of husbandry, dismounted wagons, anvils, bellows, dry-goods, brandy, flour, biscuits, hams, lard, and salt meat, etc. These articles came in part from the country in the vicinity of Pittsburg and from Indiana [the old district of that name in Western Virginia]. I observed the larger part of the passengers were young men who came from nearly all the Middle States; pleasant, contented, full of buoyant hopes; having with them the money coming from the sale of their old farms, or from the share received from their parents, they were going to Kentucky to engage in business, to work at their trades, to acquire and establish new homes. What a singular but happy restlessness that which is constantly urging us all to become better off than we now are, and which drives us from one end of a continent to the other. In the meantime we were kept busy catching fish, which are very abundant.* You can hardly imagine the singular charm this pleasure adds to this new mode of navigation. In the evening, after laying up, the more skillful hunters would go to the land to shoot wild turkeys, which, you are aware, wait for the last rays of the sun to fade away before going to roost on the tops of the highest trees.

Crèvecoeur's mention of green turtle in this part of the Ohio suggests that quite probably, like Ashe and other early travelers in America, he was capable of drawing a long bow when it would lend interest to his narrative. That impression, we suspect, will be confirmed upon perusal of some of the passages below:

At last, on the tenth day since our departure from Pittsburg, we anchored in front of Louisville, having made seven hundred and five miles in two hundred and twelve hours and one-half of navigation. What was my surprise when, in place of the huts, the tents, and primitive cabins, constructed and placed by mere chance and surrounded with palisades, of which I had heard so much during the last five years, I saw numerous houses of two stories, elegant and well painted, and (as far as the stumps of trees would permit) that all the streets were spacious and well laid out!

Shortly after landing I learned that this plateau belonged to Colonel Campbell, who had himself drawn the plan of the

new city, and had divided it into lots of a half-acre each.* The houses nearest the river were not only painted, but even had piazzas extending the whole length. Those more distant appeared to me to be only enclosures without glass for the windows; the frame of others seemed to be awaiting a roof and planks; and those most distant were simple bark cabins covered with leaves, arranged in lines on the limits of the concession. Those citizens most easy in their circumstances had already enclosed their half-acre, in which I saw the commencement of gardens, if that name can be given to cabbages, beans, potatoes, salad, etc., planted in the midst of stumps that they had not yet time to take up by the roots. Any one who could find a way to transport here a large nursery of fruit-trees would render an important service to this young colony.

I counted sixty-three finished houses, thirty-seven in progress, twenty-two elevated without being enclosed, and more than a hundred cabins. All the streets have, and ought to have, sixty feet in width.

I hardly know how to describe the peculiar and new impression made on my mind by the sight of these streets, not long since laid out across the woods, and still full of stumps, among which men in vehicles pass with difficulty—streets which, perhaps, in the space of ten years, will be paved, ornamented with trees, with sidewalks and other conveniences. The sight of this suggestive gradation of houses finished, imperfect, just commenced, of cabins built against the trees; the aspect of the cradle of this young city, destined by its situation to become the metropolis of the surrounding country—all these objects impress me with a reverence and respect that I cannot well define. I congratulate myself on having finally arrived on this new theater, to which my fellow-countrymen come long distances to exhibit their courage, their might, and their inventive genius. Never before have I experienced that feeling which ought, it seems to me, to attend those who are actively engaged in founding a great settlement or a new city, and which should compensate them for their troubles and privations.

Such is a sketch of the commencement of Louisville. I have all the more pleasure in witnessing it, since it is industry and not accident which has guided it, since it is geometry and the compass which daily map out the foundations of the city, and not feudal servitude and barbarian ignorance. Under what obligations is not posterity placed to the noble founders of this beautiful country!

What movement, what activity, on this little theater of Louisville! I do not believe there is a single State in the Union not represented in its inhabitants. The country is so far from the old settlements that silver is the only money carried by the emigrants. You can hardly believe to what extent this metal animates, energizes, and accelerates the progress of all their enterprises. In spite of the incursions of the Indians, who, regretting the sale of this splendid country, continue to wage upon the settlers a midnight war and lay in wait for the emigrants in the mountain passes, they extend and carry to perfection their settlements all the more energetically. They have constructed staked forts at points most exposed, and placed in them a suitable number of armed men. In spite of distance, fatigues, and dangers, men come here from all directions, as to a promised land; and if this incentive lasts a few years longer, Kentucky will soon become rich, populous, and powerful. Already more than forty thousand inhabitants are

*Crèvecoeur's foot-note: "The perch, the jack, the cat-fish, weighing eighty pounds, the buffalo, weighing twenty pounds, is the best of all. Below the Falls at Louisville, the sturgeon and green turtle are taken."

*Crèvecoeur's foot-note: "He sells them at thirty pounds, Pennsylvania money, four hundred and twenty turnos pounds."

counted in the three counties of Fayette, Jefferson, and Lincoln; already the foundation of several cities is laid, which, by their situation promise to become of considerable importance.

This large settlement is not only a phenomenon of boldness, of courage, and of perseverance, but also of genius and industry. Filled with men whose minds have been enlightened by a good American education, as well as by a civil war of eight years, it will have only a brief moment of infancy; their vehicles, their plows, the machines of which they make use, appear to me to be as well made as our own; the workshops, in front of which I passed in going to Danville, were as well built, though smaller, than those of Pennsylvania. Already, also, they have built and endowed churches, the pastors of which have been brought from Virginia. I hear them speak also of an establishment for the instruction of youth, that they will hasten to place in the form of a university. I can assure you that there are few ameliorations useful to a dawning civilization that have not already been made available.

Already this little city, the metropolis of the country, contains articles of merchandise which contribute, on the one hand, to support the trade in skins from Venango and the peninsula of Lake Erie, by the rivers Miami, Muskingum, Scioto, etc., and on the other hand to descend the Ohio to supply the wants of the farmers of Indiana [the Virginia district before mentioned], of Kentucky, of the Wabash, and even of Illinois. Cattle, provisions, iron, lime, brick, made in Pittsburg, are shipped daily for Louisville; and had not the fact actually come under my observation, I could hardly believe that the houses of this settlement were made in part with materials coming from a distance of 235 leagues. Without all these resources, and a thousand others that I could mention, the Territory of Kentucky could not have made the progress it has in the space of twelve years, from the feebleness of an infant to the powers of a vigorous man.

The gross exaggerations in which this writer occasionally indulged, are easily detected by any one who reads attentively the remaining portions of our annals of the first decade of Louisville. The following is particularly ludicrous:

It was Sunday that we arrived in front of Louisville. We had hardly come to anchor when a boat, which carried seventeen persons, came alongside. I noticed that all the men had on silk stockings, and all the women had parasols."

1785—"CAMPBELLTON."

The beginnings of the village of Shippingport, now a part of Louisville, were made this year, under the name of Campbellton, from its owner, Colonel Campbell. More of its history will appear hereafter.

THE TAYLORS.

Among the immigrants of 1785 was Colonel Richard Taylor, brother of our pioneer surveyor, Hancock Taylor, and a distinguished officer of the Virginia troops in the Revolution from the beginning to the end of the struggle. Distinguished for his courage and coolness in battle,

he was said to possess that faculty, so invaluable in a military leader, of imparting to those around him the same dauntless spirit. After removing to the State of Kentucky, his frequent contests with the Indians, and his successes in these fights, caused his name to become a word of terror to every dweller in a wigwam from the Ohio river to the great lakes on the north.

In the family of Colonel Taylor was a babe in arms, of but nine months old, who had been named Zachary. His boyhood and youth were spent in and near Louisville. In 1808 he was made a first lieutenant in the regular army, and, after a long and adventurous career, became "Old Rough and Ready," Major-General Zachary Taylor, who in the Mexican war became one of the most renowned captains of history, and a few years afterwards died in office, the President of the United States. He is the only Federal President that was ever a citizen of Louisville or of Kentucky.

ANOTHER VISITOR.

During this year Mr. Lewis Brantz, a young German who had been employed by persons at the East to examine the commercial resources of the Ohio and Mississippi Valleys and lead projected German colonies to their future homes in the wilderness, came to the Falls in fourteen days from Fort Pitt, and entered these notes among his Memoranda of a Journey in the Western Parts of the United States of America, in 1785:

We met fifteen canoes, with passengers, bound to Fort Pitt from the Falls. Louisville is located quite near the Falls. Some houses are already erected; yet this lonely settlement resembles a desert more than a town. . . . The Falls of the Ohio is the only landing-place [for Kentucky] at present; and it abounds in merchandise.

Mr. Brantz staid a fortnight in and about the Falls, and then pursued his way to the Cumberland. His description, brief as it is, seems to fix the falsity of much of that of Crevecoeur, which, at least as to the number of houses then here, has misled historians ever since.

AND YET ANOTHER.

In December of this year, General Richard Butler, and the other Commissioners of the United States associated with General Clark for the negotiation of a treaty with the Indians at Fort Finney, near the mouth of the Great Miami, took advantage of a lull in the negotia-

population of this town, as I have examined the various towns bordering the river, and found it but very small, to see that the number of boats of every kind, and the best degree of attention, economy, and industry, and even the ingenuity of the various laborers of the town, will draw out of the soil and water, and even the lowest class, and most vulgar part of the population, and even those who have been educated and attracted to the highest and noblest life.

NATHAN'S TRIP TO THE FALLS.

The morning being very foggy, and the boats of the people who came to the falls, and to the town, and served as a sign to the business of the day, they then an excuse for not seeing us come away, whilst it saved us the trouble of speaking to people who were so soon so heartily to despair for their importance. We left the boat at half past five, and left the town at six. Six miles below, we started on the river, which is on the southern shore, just below George creek.

It was a democratic period, evidently, and Louisville had not yet become accustomed to receiving, dining, and wining visitors of distinction.

ANOTHER SURVEY.

In this year William Shannon was engaged as surveyor, and directed to lay off the back part of the Connolly thousand-acre tract into lots of five, ten, and twenty acres. He seems to have made a partial map of the town-site, perhaps of his survey alone; but it cannot now be recovered, and his survey does not appear upon the subsequent map of Abram Hite, made in 1795.

PERSONAL NOTES.

This year, upon the place where he finally settled on Goose creek, in this county, died Isaac Hite, companion of Boone in his earliest explorations, and one of the famous Ten Hunters of Kentucky. He came from Berkeley county, Virginia, as a permanent settler in 1778. His brother, Captain Abraham Hite, came four years after, and another brother, Joseph, in 1783. Their father also came the next year, with an Episcopal clergyman named Kavanaugh. The elder Hite died in 1786, Abraham in August, 1832, and Joseph in 1831.*

Captain James Winn removed from Fauquier county, Virginia, to the Falls this year. Three days afterwards, before the family had removed from the covered flatboat in which they came down the Ohio, William Johnston married his daughter Eliza. They were parents, as before noted, of Dr. James Chew Johnston.

* Craig's Historical Sketches of Christ Church, 37, 38.

1786 - CLARK'S LAST EXPEDITION.

A small Western army had now been organized, as a part of the regular forces of the United States. It was stationed, almost or quite wholly, in the Valley of the Ohio, where the names of Harmar, St. Clair, Wayne, and Wilkinson, its commanders successively, and of Finney, Ziegler, Harrison (afterwards General and President), Wylls, Strong, Denny, and other subordinate officers, became familiar as household words in the pioneer history of Louisville, Marietta, Cincinnati, and other points. In consequence of renewed troubles by some of the tribes, notwithstanding the treaty at Fort Finney, two companies of regulars were sent to Fort Nelson, and Clark was again called into service to add a body of volunteer militia and invade the hostile Indian country. By some time in September one thousand men were collected at the Falls, and a march to Vincennes was begun. His commissary and ordnance stores were started in keelboats down the Ohio and up the Wabash rivers; and this fact, together with the growing intemperance of the General, proved the ruin of the expedition. The supplies were delayed by low water in the streams; the season was warm, and much of the food was spoiled; so that the slow march through the wilderness to Vincennes was accomplished, nine expectant days were passed there, and when the boats finally arrived, the condition of their cargoes gave little cheer to the army. The troops became mutinous; three hundred Kentuckians deserted in a body, while on a march to the enemy's camps; the rest of the volunteers soon went straggling after, unmindful of the solemn and even tearful appeals of the war-worn commander, whom they had now ceased to respect or obey; and the success of the expedition became hopeless. Nothing remained to Clark but to retrace his steps to the Falls, with the remnant of the regular force—if indeed that was with him at all. He never recovered from this disaster. It was almost his last appearance in military history.

LOGAN'S EXPEDITION.

Upon his return to the Falls, Clark dispatched Colonel Benjamin Logan, who had encamped with him on the Indiana shore, near Silver creek, to raise more troops in Kentucky and operate against the Ohio Indians. Logan obtained four

to five hundred men, crossed the Ohio at Limestone, now Maysville, and made a very successful raid through the Mad-River country.

DENNY'S JOURNAL.

The following extracts from the Military Journal of Major Ebenezer Denny, then a young lieutenant on duty at Fort Finney, near the mouth of the Great Miami, supply some interesting details of the military occupation here:

2d May, 1790.—I received orders to prepare to go on command to the Falls of Ohio.

2d.—Set out with a party of men, and proceeded in a barge for Louisville. Then very early in the morning at the place where we had to leave the barge and fifty miles run in two or three hours. I met Kentucky boats, which passed Fort Finney the day before last, and were attacked at the mouth of Kentucky river by the Indians on both sides of the Ohio, supposed to be in number two hundred; fortunately no lives were lost, and the boats were killed.

3d.—I returned immediately to the Falls, and every day there were reports of men being captured there and the upper counties.

After many altercations between General Clark, myself, and the two gentlemen who held the military charge, they agreed that I should have a room, very convenient, which I immediately put up.

28th.—Having procured a large store of powder with a few boxes of suitable shot, left the Falls, embarked again for our Fort. Rivermen here, and the boatsmen, along the shore, giving the necessary provisions.

Mr. Denny was very very favorably impressed with the behavior of some of the civilians here, as he wrote shortly afterwards to General Harmar:

If it had not been for General Clark, who has always been our friend here, I should have returned as I went, owing to a contentious set of men in civil office there, all of whom are candidates for something, and were afraid we should be censured by the public for giving any of the military stores away, at a time when their country is suffering the savage depredations.

From certain other entries in Denny's journal, it is ascertained that General Harmar, with Lieutenants Beatty and Pratt, were here the latter part of April, 1787; that Captain Strong, with his company from Fort Harmar, reinforced the garrison at the Falls about June 1st, of the same year; and that he, with Captain Smith and company, Ensign Sedam (founder of Sedamsville, below Cincinnati, now a part of the city), with part of Mercer's company, Lieutenant Peters, and Dr. Elliot, also came on the 10th of that month. The diary proceeds:

11th.—Our command, viz. Major Hamtramck, and Mr. Pratt, the quartermaster, etc., arrived in the barge. . . .
18th.—Water favorable. We sent for our boats and stores over the Rapids, for fear of low water. Soldiers

congregated here, going to the Rapids, to guard. They wait for a supply of provisions. . . . When I had law the a cut, that is, a cutting office, directs the purchase of provisions.

July 2d.—Strong, Mercer's, and Smith's companies, on the Ohio from their encampment opposite Louisville, march down and encamp at the landing below the Falls.

3d.—Finney's and Ziegler's companies crossed and encamped with the others. This evening Ferguson, with his company, came from Fort Mifflin, and Dr. Pratt, with a cargo of provisions on account of late contractors, arrived.

6th.—Captain Ziegler, with a command of a lieutenant, one sergeant, one corporal, and sixty-two privates, embarked with all the cattle and horses and a quantity of flour, on board eight Kentucky boats and two keel-boats, with orders to proceed down to Pigeon creek, eight miles above Green river, and there wait for the arrival of the troops.

20th.—Troops embarked for Pigeon creek, one hundred and eighty miles below the Rapids.

This was a peaceful expedition to Vincennes, under command of General Harmar and Major Hamtramck, which made its march through the wilderness without serious disaster or loss, although hostile Indians were occasionally met. After the return, October 28th, Harmar, till then colonel, received at Fort Finney, on the opposite shore, his brevet commission as brigadier-general and set out for Fort Harmar, with Denny, Quartermaster Pratt, and fifteen men. The companies of Captains Ziegler and Strong were to follow the next day. Major Wylls, with Finney's and Mercer's companies, was to continue at Fort Finney, a work which had been recently erected upon the present site of Jeffersonville, taking its name from the same Major Finney who entitled the fort at the mouth of the Miami. It was from the former that a small garrison was sent fifteen months afterwards to Judge Symmes's settlement at North Bend, below Cincinnati. We hear no more of Denny or his companions at the Falls of the Ohio. Major Wylls was afterwards removed to Fort Washington, and was with the troops that marched from that post to defeat under General Harmar in October, 1790.

THE IMMIGRATION

down the Ohio this year and the next was very great. General Harmar caused Lieutenant Denny to take an account of the boats and their contents which passed Fort Harmar between the 10th of October, 1786, and the 12th of May, 1787, "bound for Limestone and the Rapids." Their number was 177 boats, 2,689 persons,

1,333 horses, 766 cattle, and 102 wagons. From the 1st of June to December 9, 1787, there were 146 boats, 3,196 souls, 1,371 horses, 165 wagons, 191 cattle, 245 sheep, and 24 hogs. This promised very hopefully for the settlements down the great rivers.

THE SPANISH COMPLICATIONS.

Louisville, now becoming much the most prominent point in Kentucky, had its full share in the agitations of this period, in reference to Spanish domination in the Southwest. In May, 1786, the Hon. John Jay, United States Minister to Spain, who had been negotiating with that Government with reference to the navigation of the Mississippi below the Federal boundaries, brought the matter to the attention of Congress, with the recommendation that the United States should surrender the right of navigation through the Spanish domains, for twenty-five or thirty years. The Southern Congressmen naturally opposed this with great vigor; and rumors of the situation, reaching the Ohio valley in very distorted forms, aroused great indignation among the people of Kentucky and other Western settlements. It began to be proposed that Kentucky should set up an independent government, and effect the conquest of Louisiana from the Spanish. A hot-headed individual at Louisville, named Thomas Green, according to the *Annals of the West*, wrote to the Governor and Legislature of Georgia, which State was involved in the boundary quarrel with Spain, that Spanish property had been seized in the Northwest as a hostile measure, and not merely to procure necessities for the troops, which Clark afterward declared was the case, and added that the General was ready to go down the river with "troops sufficient" to take possession of the lands in dispute, if Georgia would countenance him.

The following extract from another letter written from Louisville, professedly to some one in New England, and probably also written by Green, will serve as additional evidence to prove that the people were seriously deliberating upon their position. It reads thus:

Our situation is as bad as it possibly can be, therefore every expression to relieve our circumstances must be manly, eligible, and just.

We can raise twenty thousand troops this side of the Alleghany and Appalachian mountains, and the annual increase

of them by emigration from other parts is from two to ten thousand.

We have taken all the goods belonging to the Spanish merchants at Fort Vincennes and the Illinois, and are determined they shall not trade up the river, provided they will not let us trade down it. To prevent us from making here (of necessity) to drive the Spaniards from their settlements at the mouth of the Mississippi. In case we are not countenanced or succored by the United States (if we need it), our allegiance will be thrown off and some other power applied to. Great Britain stands ready with open arms to receive and support us. They have already offered to open their resources for our supplies. When once reported to them, "farwell, a long farewell to all your boasted greatness." The power of Canada, and the inhabitants of these waters of the Ohio, Indiana, will be able to conquer you. You are no longer of this country as Great Britain was of America. These are facts which it might be supposed may be of some service; if not, blame yourselves for the neglect.

This letter produced considerable sensation at Danville, where it was shown by Mr. Green's messenger, and copies of it were made and sent to the Governor of Virginia. Under Clark's direction Vincennes had been occupied, some Spanish property seized, as stated in the letter, a few soldiers enrolled, and preparations made to hold a peace-council with the Indians—all in the interest of the anti-Spanish movement. The Green letter opened the eyes of the Virginia Government to the character of the movement; Clark's conduct was condemned by the Council of the State early the next year, his powers were disclaimed, and prosecution of the persons engaged in the seizure of property was ordered. The whole matter was then laid before Congress; and on the 26th of April an effectual wet blanket was put upon the revolutionary movement by the order of that body that the Federal troops should dispossess the unauthorized force which had seized the post at Vincennes. Clark, the redoubtable warrior, had experienced his third severe reverse.

Little practical difficulty was found in the navigation of the Mississippi that was desired thus early by the people of Kentucky; and the question was definitely settled a few years after, in 1795, by the concession to the United States, not only of the right to navigate the whole length of the United States, but also to deposit at New Orleans or some other point near the mouth of the river. In 1788 General James Wilkinson, who, as well as our old Tory friend, Dr. John Connolly, had been concerned in the agitations of the previous year, being then a resident of Kentucky, himself took a cargo of tobacco and other pro-

duce to New Orleans, which he sold to excellent advantage, and had the assurance to obtain from Miro the Spanish Governor whom he would have overthrown by this time, had the plans succeeded—a permit “to import, on his own account, to New Orleans, free of duty, all the productions of Kentucky,” including tobacco for the use of the King of Spain, at \$10 per one hundred weight, which he could buy in Kentucky for \$2! Considerable suspicion long rested upon Wilkinson on account of his transactions with Miro, but we believe he was ultimately vindicated.

AN EXTENSION OF TIME

There are one or two points of interest in the following brief enactment, passed this year by the Virginia Legislature:

An act giving further time to purchasers of lots in the town of Louisville, to fulfil their contracts.

SEC. 1. WHEREAS, The purchasers of lots in the town of Louisville in the county of Jefferson, from frequent incursions and depredations of the Indians, and the difficulty of procuring materials, have not been able to build upon said lots within the time prescribed by law:

SEC. 2. *Be it therefore enacted*, That the further time of three years from the passing of this act shall be allowed the purchasers of lots in the said town to build upon and settle the same.

A similar extension, for similar reasons, was made by the Assembly in 1789, applicable to Louisville, Harrodsburg, and two other towns in the State of Virginia, as then constituted. The same places had still another extension, this time for four years, in 1793.

The General Assembly of Virginia this year passed an act constituting Colonel Richard Clough Anderson, Mr. Taylor, Robert Breckenridge, David Merriwether, John Clark, Alexander Scott Bullitt, and James Francis Moore, commissioners and trustees, in place of the original trustees, to receive from the trustees of the town of Louisville the amount of sales of lots made by them, and to bring suit for it, if payment were neglected or retarded. The money received, as well as moneys arising from subsequent sales, which the commissioners were authorized to make, should be applied, after deducting cost of surveying and laying off the lands, to the payment, first, of the Connolly mortgage to Campbell and Simon, and then to Campbell & Simon, for an loan account of £638, 3s., and 2½d., together with legal interest on £577, 3s., part thereof, from the 4th day of June, 1776, due

to the said Campbell & Simon from Alexander McKee.” Any balance left due to Campbell & Simon on either debt was to be paid upon the sale of lots in Harrodsburg, which the trustees of that town were directed to make for the purpose.

Subsequently, by the act of 1790, the powers vested in the Louisville commissioners were confined solely to James F. Moore, Abraham Hite, Abner Martin Dornan, Basil Prather, and David Standiford, or a majority of them.

ARRIVALS.

John Thompson was of the immigration of 1786. He was the son of a Scotch clergyman, who was a graduate of the University of Edinburgh, and in 1739 or '40 came to America and was made rector of St. Mark's parish, Culpeper county, Virginia. Among the numerous children of John Thompson was Mr. William L. Thompson, of the fine farm four miles from Louisville.

About the same time as the pioneer Thompson, came his brother-in-law, Captain George Gray, a Revolutionary soldier. He settled on a farm two miles south of the town, and also reared a large family. Three of his sons became officers in the Federal army.

1787.

On the last day of July was born, near the hamlet of Louisville, Dr. James Chew Johnston, descendant of the Johnstons and Chews of Virginia, and son of William and Elizabeth (Winn) Johnston, who were among the earliest comers to the place, and were here married in 1784. The elder Johnston was a prisoner among the Indians of the Northwest for two years, and was subsequently clerk of the county court. His summer home was at the Cave Hill farm, the present site of Cave Hill Cemetery, where James was born. Young Johnston was educated in the local schools and in Princeton college, New Jersey, and in medicine at the University of Pennsylvania, where he was graduated in 1810. He practiced with great success in Louisville and vicinity for some years, but increasing wealth and the cares of his estate ultimately drew him altogether away from the business. He continued to exercise a generous hospitality, and to take a fair degree of interest in public affairs. He

was one of the first board of trustees of the first Episcopal church formed in Louisville. He lived all his life in this city, reaching his seventy-eighth year, and dying here December 4, 1804. His second wife was Sophia H. Lane, of the famous pioneer family of Winchester, Virginia.

The first Kentucky newspaper began to be seen at rare intervals during the summer and autumn of this year. It was a small sheet called *The Kentucky Gazette*, published at Lexington by John Bradford. It was in the issue of this sheet for September 6, 1788, that the first publication foreshadowing a settlement upon the site of Cincinnati was made.

1788.

Somebody has handed down an estimate of the population of Louisville this year as thirty, which is obviously and ridiculously too low, although it is said to be officially reported in the United States Census Report of 1790.

It was a year, not only of exceeding cold in the winter, but of great floods. The settlement made at Columbia, near Cincinnati, in November, was permanently ruined in reputation by being drowned out soon after its cabins were built, and there were also tremendous freshets in the Ohio before and after this year, during the decade. Louisville, however, on its beautiful, high plateau, passed safely and with unimpaired reputation through all the seasons of raging waters. But the health of the place did not improve, and the troops at the garrison suffered much from sickness this year. General Harmar, writing to Major Wyllys December 9th, says: "I am sorry to observe your ill health, and that of your garrison. The Falls is certainly a very unhealthy position."

It was in May of this year that the flat-boat laden with kettles, for the manufacture of salt at Bullitt's Lick, and manned by twelve persons, with one woman also on board, left Louisville for Salt river, and met with the startling adventure recited in our chapter on the Indians.

The first brick house in this region is said by Dr. Craik to have been built this year, on the property now occupied by Cave Hill cemetery, by William Johnston, father of Dr. James C. Johnston. It was occupied for many years as

the city pest-house. Mr. Johnston, it will be remembered, was the first Clerk of Jefferson county, and he built his office here also, a small frame building directly over the Cave spring.

R. C. Anderson, Jr., son of Colonel Richard Clough Anderson, and one of the most famous in the long roll of Louisville's famous men, was born here August 4th of this year.

1789—THE FIRST BRICK.

Louisville was not to finish its first decade without seeing the red walls of at least one brick house. The pioneer in the splendid line of structures of this class within the old town-site was erected, probably as a dwelling, on the south side of Market street, between Fifth and Sixth, upon the square where the county court-house now stands. It was put up by a citizen named Frederick Augustus Kaye, from whom was descended the well-known Frederick A. Kaye, mayor of the city 1838-45. The brick of which it was built were brought from Pittsburg. It stood until 1835, and when it was pulled down, some of the material was preserved, and is now, says Colonel Durrett, in the pavement in front of Mr. B. F. Rudy's dwelling, on First street.

Mr. Casseday says the second brick building in Louisville was erected by Mr. Eastin, on the north side of Main, below the corner of Fifth street; and the third by Mr. Reed at the north-west corner of Main and Sixth streets.

In the first brick house was born, in 1791, Mrs. Schwing, mother of Mrs. John M. Delph, of Louisville. She was still living in 1875, in the full possession of her faculties.

This year the Virginia General Assembly appointed Bruckner Thurston, James Wilkinson (the General), Michael Lacassagne, Alexander Scott Bullitt, Benjamin Sebastian, John Felty, Jacob Reager, James Patton, Samuel Kirby, Benjamin Erickson, and Benjamin Johnston, "gentlemen," additional trustees of the town.

This year a bold Welsh pioneer, the father of Captain William C. Williams, came in a flatboat down the river, an immigrant from Philadelphia. Some aver that it was he who built the first brick house here the same season. It is pretty certain that he afterwards set up the first brewery. His son, the captain aforesaid, was born here April 4, 1802.

William Chambers, a young man from the native State of Maryland, is believed to have been here as early as this. His family had been even earlier, to the settlements in Marion county, above Cincinnati. He married Mr. Deane's widowed sister of Phil and Benjamin Lawrence, who came from Maryland about the same time, and settled near M. H. Brown, in the country. Mr. Chambers settled on 140 acres near Louisville, and became a farmer and extensive land owner, dying very wealthy May 8, 1817, aged eighty-seven. One of his early purchases, at \$10 per acre, then near St. Louis, is now a part of the city, and immensely valuable. His only child, Mary Lawrence, was wife of the late Robert Tyler, Esq., a prominent Louisville lawyer in his day, who died April 28, 1832, in the prime of his manhood.

CHAPTER IV. THE SECOND DECADE.

1799.—The First Census. P. Deane, of Louisville. Too many Trustees. A New Tax. The Great M. P. of Louisville Destroyed. Major-General Lawrence's Notice. The Exposition Against the Heavens. Dr. Benjamin Johnson. 1799.—Bishop Briggs's First Visit. Beginnings of Political Demotion. 1799.—Charles M. Percey. 1799.—The French Intrigue. Incidents. 1799.—Lionel's Inspiration.—Winterbottom's Notice. The Spanish Treaty. Judge Sebastian. The Prisoners' Struggle. 1799.—Andrew Phoebe's Visit. Lavassagne's Proceedings. Another Gold Winter. 1799.—Local Election. The Irish Trusts. Louis Philippe here. Visit of the Duke of York, a King of Science. Peter B. Onuf. 1799.—John C. Calhoun. The First Fire Company. Thomas Prather. The New State Constitution. 1799.—Lionel's a Part of Town. Part of John Jones. Of Jane Harrison. Of Menard Hill. Jr. —Notes on Scotland. A New Report.

1799.—DECLARATION, ETC.

The last decade of the eighteenth century opened with a population in the entire tract now covered by the State of Kentucky, of 73,677—61,133 whites, 12,434 slaves, and 114 free colored persons. This great accumulation—great for that period of American history—had been made in little more than fifteen years, and represented an immense industry wonderful. The eighth State Convention, meeting at Danville in July of this year, formally accepted the act of separation of Kentucky from Virginia, as

prescribed by the Legislature of the Old Dominion, and the way was thus cleared for the admission of the former as a sovereign State into the Union. In December of this year, President Washington strongly recommended to Congress the admission of Kentucky, and an act looking to that end passed the National Legislature February 4, 1791. In December of that year the members of the ninth and last State Convention were elected. It met at Danville the next April, and formed the first Constitution of the State. It was adopted by the people in May, when State officers were also elected, and on the 1st of June, 1792, all requisite conditions having been fulfilled, the State was admitted into the Federal Union.

According to the census of 1790, Jefferson county, then of great size, had a total of 4,565 inhabitants, of whom 1,008 were free white males of sixteen years and upwards, 997 free white males under sixteen years; 1,680 free white females; 4 of all other free persons; and 876 slaves.

Louisville had in this year a population, as has been estimated in later years, of 200 people.

TOO MANY TRUSTEES.

The act of 1789, giving the town of Louisville an additional number of "city fathers," had created a rather burdensome municipal government—at least the good people of the town thought so, and petitioned the Assembly for relief. A new act was accordingly passed this year. Its preamble reads:

WHEREAS, It is represented to this present General Assembly, that many citizens have arisen on account of the powers given to the Trustees and Commissioners of the Town of Louisville, in the County of Jefferson, not being sufficiently defined, for remedy whereof, etc.

This act deposed from office all the former trustees of the town, and substituted for them the following-named persons: "J. F. Moore, Abraham Hite, Abner M. Donne, Basil Prather, and David Standiford, gentlemen," as sole trustees, with power to sell and convey lots, levy taxes, improve the town by means of taxes so levied, and fill vacancies in their own body by election. There was a manifest improvement in the local government under this change of administration.

July 5th of this year, the new commissioners having ordered a sale of squares and half-acre

lots, make a deed of the entire Square No. 6 to Colonel John Campbell, for the sum of £53, laid at the sale that day.

THE OLD MAP.

In this year was made the oldest plat of Louisville which is still in existence, that of Abram Hine, then a commissioner of the town under appointment of the Virginia Legislature. The official records of the place coming into his hands, he made a copy of the map. It is not known which of the four older maps that held of authority; and this is now owned by the Louisville Abstract association. It does not show the lots of five, ten, and twenty acres laid off by William Shannon in 1785, nor the old graveyard now Baxter Square, between Jefferson and Green, Eleventh and Twelfth streets; and therefore it is pretty certain that Mr. Hine used the map of May ordered in 1781, or Pope's of 1783. Colonel Darrett gives the following description of this ancient plat:

This map of Hine has demonstrated that there was a line north to the present Main street on the square, and that about Twelfth street, from Main to the river, was laid out. This latter line shows that street running through the east not named, but known to be laid to Main, Market and Jefferson and to the river, to the west not named, and without names or numbers, but likewise known to be the present streets running from east to west. The whole space, beside what is taken up by the streets and the river front between the northern tier of Main street and the river, is divided into 300 half-acre lots, numbered from one to 300. The old numbering of the first fifty-five lots, as shown on the map of Ford is preserved to the present day, except the new numbering of the remaining 245 lots in parallel lines. The new numbering begins with one at the northeast corner of Main and Twelfth streets and proceeds eastward up the north side of Main to Eleventh street, where it is reached. It then goes back to the northeast corner of Main and Twelfth, where, beginning with number twenty-one, it proceeds westerly to two lots below Twelfth street, where number fifty is reached. It then crosses to the south side of Main street, where it begins with thirty-one and proceeds westerly to Third street, where number 100 is reached. The north side of Market, within the same eastern terminus, is numbered. It takes the numbers from 101 to 125, and the south side from 101 to 200. The north side of Jefferson takes the numbers from 201 to 225, and the south side from 221 to 245. No public grounds are marked on this map except lots Nos. 223, 224, 225, and 226 on the north side of Jefferson, and 275, 276, 277, and 278 on the south side, at the intersection of South street. The space between the northern tier of Main street and the river is divided into sections numbered from two to fifteen, and 178, along the river westerly and along the east side of Main street, and 179, along the river easterly and along the east and the river on the north, where the old fort stood, is neither laid off nor numbered on the map.

A NOTABLE IMMIGRANT.

One of the new-comers to Louisville in the early part of April, of this year, has come down in local history with a peculiar celebrity. This notably immigrant rejoiced in the epithetous cognomen of Major Quirey. He was a native of Pennsylvania, married at nineteen years of age, and soon afterward removed to Kentucky. Six feet two inches in height and weighing two hundred and fifty pounds, he speedily received the reverence due to strength; for in those days when muscular energy was so often in requisition, a man with a large and robust body and a will to use it stood higher in his fellows' estimation than one endowed with the greatest mental capacity. The palm of his hand was said to have been large enough for a lady's writing-desk, and his active daring made his name scarcely less celebrated than that of Peter Francisco, of Virginia. The story is it told—and we may confidently say believed—that in place of ribs, his chest was enclosed by a solid case of bone. Quirey's strong hatred for cowards and Indians is illustrated by an occurrence during his descent to Louisville on the Ohio. Recent successes had made the Indians bold in their attacks on all boats of emigrants, and this man's boat, containing only one single individual in addition to his family and himself, met the same hostile treatment. Just above the present site of Maysville, the attack was made by a large party of these savages. Quirey fought with remarkable bravery, but his coward companion only made sure of his own safety by getting out of sight among the goods forming the cargo. The wife helped as best she could by loading the guns, and her husband's unflinching aggression finally brought them the victory. When all the danger was over, their sneaking and trembling companion came again into view, this time to receive, not the vengeance of the wild Indian, but the merited chastisement of the gainer of the battle. With one hand the miserable wretch was seized by Quirey and held high over the waves, and only the tears and entreaties of the woman saved him the sudden death that might have met him then and there. Instead of summarily putting an end to him, he was set ashore near Limestone with the privilege of making his way to the fort or defending himself in a hand to hand fight with the same enemy he had so valiantly met before. His

fate is not recorded in history. Quirey afterward established his reputation for strength, however, in a way that could not be questioned. He had reached Louisville, and one Peter Smith, who had long held the reputation of being the strongest man and most successful fighter in the place, determined thoroughly to whip the new comer or "leave a memory" altogether. For this purpose he sought out the Pennsylvanian and proposed a trial of strength. Quirey thought it a better show of skill that they bind all their efforts against the common enemy, and even offered to acknowledge Smith as his superior in such laudable feats of skill and power. This not meeting his antagonist's approval, he named various trials in lifting or some athletic game. All plans were refused, and the challenger finally began to make ready for an immediate fight. Having stripped the upper part of his body to the skin and tightened his belt, he advanced upon Quirey, who, with one blow of the open hand upon his ear, hurled his antagonist to the floor several paces away. The blood gushed from ears, nose, and eyes, but he was not yet satisfied. He declared the blow to be accidental, and nothing would satisfy but a new trial. Quirey warned him of what he would doubtless receive if he began a second attack, but he could not be satisfied, and the second time Smith sought to know whose strength was the greater, he received, at the same time, two terrible blows, one with the hand and the other with the foot. He fell as if dead, and was carried to Patton's tavern, where he lay for six weeks. Upon his recovery, he acted upon his experience and left the country.

As we might naturally expect, Major Quirey made a most efficient soldier and officer. He enlisted, during the war, not less than six thousand men. Soon after he became a captain in the Seventeenth regiment, United States Army, a rather unusual incident occurred which might have terminated seriously. He had a pair of pet bears, and once passing near them he was seized by the male and quickly drawn under him. The situation was critical, but the man was not to be conquered by a bear. With one hand he seized the animal's tongue and, drawing it over his teeth, caused him to bite off his own tongue. The other hand tore out one of the creature's eyes. Thus the pain given aided him

in extricating himself, but not without wounds in his body from the long sharp claws and the loss from his hip of a mass of flesh weighing not less than twelve pounds. Such is the statement given by the Major's own son. He continued in office after recovery from this affray, till his regiment was disbanded in 1815. In 1817 he died. The life of his widow is also full of romantic incident. She survived him many years, her death occurring about the year 1850. Her recollections of the early days in Louisville were always of interest, and her death to many are the cause of much regret.

A NOTICE

Toulmin's description of Kentucky, in North America, printed in England in November of this year, says merely:

Louisville stands on the Kentucky side of the Ohio, opposite Clarksville, at the Falls, in a fertile country, and promises to be a place of great trade. Its unhealthyness, owing to stagnant waters behind the town, has considerably retarded its growth.

1791 — EXPEDITIONS.

The Kentucky board of war was formed in January, under authority of Congress, and consisted of Generals Scott and Shelby, Colonel Benjamin Logan, Henry Innes, and John Brown. Under its direction General Scott, the chief officer, undertook a successful expedition in May against the Indian towns on the Wabash, crossing his force at the mouth of the Kentucky.

On the 21st of August the expedition of General James Wilkinson, which had also been organized under authority of the board, and had operated fortunately against the native villages near the junction of the Eel and Wabash rivers, reaches Louisville on its return with prisoners and plunder, and the force is here disbanded.

Some of the men of Louisville were undoubtedly in both these expeditions. Many Kentuckians were also in the terrible defeat sustained near the Maumee November 4th of this year, by General Arthur St. Clair—the worst disaster, it is believed, in proportion to the numbers engaged, that ever befell the American arms. General Butler, whose observations at Louisville are recorded in the last chapter, was among the killed of this action.

An act of the Virginia Assembly this year



vested all the right and title of the Commonwealth in the escheated tract of Connally, so far as it affected Campbell's moiety of the two thousand acres, in Colonel Campbell and his heirs, in fee simple.

Dr. Benjamin Johnston, father of William Johnston, the immigrant with General Clark in 1778 and first Clerk of Jefferson county, and grandfather of Dr. James Chew Johnston, removed to Louisville with all his family this year. A daughter of his married Major John Harrison, and the veteran of more than eighty years, Hon. James Harrison, the well-known Louisville lawyer, was born of that marriage. His grandfather, Benjamin Johnston, lived on the corner of Main and Sixth streets, where he died about six years after his arrival, in 1797. Most of his descendants live in Indiana and Illinois.

1792—1793.

Towards the end of November, a young Frenchman, a priest of the Order of St. Sulpice, or the Sulpitians, landed here from the flat-boat upon which he had floated from Pittsburgh, on his way as a missionary to the French Catholics of Vincennes, who had been long without a spiritual guide. His biographer, Bishop Spalding, makes an interesting, though partly mistaken, note of the visit:

There were but three or four Catholics in Louisville. Here he had the happiness to meet with his old friends, Frs. M.M. Levadoux and Richard, on their way to Kaskaskia and Prairie du Rocher. At the foot of a tree with wide-spreading branches, he made his confession to M. Levadoux, his heart was filled with lively emotion, for he knew not how long it might be before he would have another opportunity to receive the grace of the holy sacrament of penance.

In Louisville he stopped at the cabin of a French settler, who owned one hundred acres of land at the mouth of Bear-grass creek, embracing the central portion of the present city. His host, who had no heirs, pressed him to take up his abode permanently at his house, promising to convey to him all his property, in case of compliance. But the disinterested missionary told him at once that he was a child of obedience and that he must repair promptly to the station to which he had been sent by his superiors. This property is now 1052 worth, probably, more than a million of dollars.

This young priest was subsequently the Right Reverend Benedict Joseph Flaget, first Catholic Bishop of Kentucky, and the first of Louisville. His devoted and generous host was a well-known pioneer hither from the Old World.

BEGINNINGS OF POLITICAL DISTINCTION.

It is a fact of considerable interest, and redounded not a little to the glory of Louisville and Jefferson county, that they furnished the very earliest presiding officers of the Kentucky Senate and House of Representatives. In the first year of the State Government it was the fortune of Alexander Scott Bullitt, nephew of the surveyor of 1773, Colonel Thomas Bullitt, to be chosen an elector of the Senators, under the peculiar provision of the first Constitution, then a Senator, then Speaker of the Senate, as there was no Lieutenant-Governor under the first Constitution, which he had also helped to form, as a member of the Convention. He presided over the Senate until the Constitution of 1799 (which he again aided to construct, being now presiding officer of the Convention) went into operation, when he became the first Lieutenant-Governor elected in the State, and as such re-occupied the chair in the Senate from 1800 to 1804, making in all twelve years of presidency in this body. He remained four years longer in the Legislature as Representative or Senator, until 1808, when he retired from public life.

The first Speaker of the House of Representatives was also a Jefferson county man—Robert, of the famous family of Breckenridges. He had been one of the Kentucky members of the Virginia Convention which ratified for that State the Constitution of the United States, and a member of the Convention of 1792, which formed the Kentucky State Constitution. Under that he was chosen one of the earliest Representatives from Jefferson county, and was elected by the House Speaker of that body. He was three times re-elected by his constituents and by his fellow-legislators, and for four years served as Speaker; and it is a fact worth noting that, during the first twenty-seven years of the State government, for eight years, or through nearly one-third of the whole time, the chair of the House of Representatives was held by a Breckenridge—by Robert Breckenridge four years, 1792-95; by John Breckenridge two years, 1799-1800; and by Joseph Cabell Breckenridge two years, 1817-18.

The first Kentucky Legislature met June 4th of this year, just after the admission of the State, in a two-story log house in Lexington. The first session lasted but twelve days; the next, begin-

ning November 5, 1792, was somewhat longer.

In this year was published in London the first edition of Mr. Gilbert Imlay's *Topographical Description of the Western Territory*, belonging mainly to Kentucky. It was an octavo of two hundred and forty-seven pages, and contained, as previously noted, one of the first maps of Louisville ever published.

1793—CHARLES M. THRUSTON.

One of the notable natives of Jefferson county was born this year—Charles Myron Thruston, son of a famous pioneer family residing on Bear-grass creek. He was educated in the classical schools at Bardstown, read law with his brother-in-law, Worden Pope, of Louisville, and began practice here with great success. Originally a Jeffersonian Democrat, he became a Whig, and in 1832 was a candidate for Congress against the Hon. C. A. Wickliffe. He failed of election but largely reduced the Democratic majority in the district, and was the first candidate for any office to secure a Whig majority in this city. He was an eloquent speaker, and lent his voice and energies to all schemes for the advancement of the place or the amelioration of the race. He married Eliza, daughter of the elder Fortinuis Cosby. January 7, 1854, after long illness he died here, at the residence of his son-in-law, Dr. Lewis Rogers.

1794 THE FRENCH INTRIGUES.

This was the year when all Kentucky was stirred to the core by the intrigues instigated by "Citizen Genet," the pestilent minister of the French Republic to the United States. Disregarding the Government's proclamation of neutrality in the wars then pending, he sent four French agents to Kentucky, instructed to enlist two thousand men for the reduction of the Spanish settlements about the mouths of the Mississippi, and the forcible return of Louisiana to France. General Clark was easily persuaded to undertake the office of generalissimo of this expected force, with the sounding title of "Major-General in the Armies of France, and Commander-in-chief of the French Revolutionary Legions on the Mississippi river," and to issue proposals for volunteers to attack the Spanish posts, free the inhabitants of Louisiana from the

tyranny of his Most Catholic Majesty, and open the navigation of the Mississippi. Democratic societies, resembled somewhat to the desperate and bloodthirsty Jacobin clubs of France, were formed at several places in Kentucky, and there was for a time great activity in recruiting officers and men for the unlaful and foolish expedition. In December of the preceding year, however, General St. Clair, Governor of the Northwestern Territory, issued his proclamation warning citizens not to join any expedition against the Spanish possessions, and enjoining neutrality as between the contending powers. The President soon after directed General Wayne, commanding the Western army, to send a force with artillery to Fort Mastic, on the lower Ohio, to stop any expedition of the kind; and when, early in the present year, "Citizen Genet" was recalled at the request of our Government, the scheme collapsed completely, involving, unhappily, General Clark again in disappointment and chagrin. Lachaise, one of Genet's agents, in his bombastic way notified the democratic society at Lexington that "unforeseen events had stopped the march of two thousand brave Kentuckians to go, by the strength of their arms, to take from the Spaniards the empire of the Mississippi, insure to their country the navigation of it, hoist up the flag of liberty in the name of the French republic," and there was an end. Louisville had partaken somewhat in the commotions, though we do not learn that any revolutionary society was formed here, or that any of the more active transactions of the affair went on at the Falls. As the home of General Clark, however, we may be sure that this region was profoundly agitated by the intrigues.

INCIDENTS.

The village of Newtown, in Jefferson county, was founded this year.

The great victory of Wayne August 20th, at the battle of the Fallen Timbers, succeeded a year thereafter by the peace of Greenville, went far to assure the settlers of Kentucky against any further Indian attacks.

1795 TOBACCO INSPECTION.

The tobacco trade had already begun in Louisville, and Colonel Campbell's warehouse had

been open for the business for some time. But this year the inspection of tobacco at his establishment was suppressed by legislative action, and a new warehouse founded at the mouth of the Beargrass, with an inspector appointed under the law and his inspections regulated accordingly. He was allowed the magnificent sum of twenty-five Virginia pounds (\$83.33-1/3) per year for his services, and had commonly to be sent for by special messenger when any tobacco came in to be inspected.

AN EARLY NOTICE.

Mr. W. Winterbotham's Historical, Geographical, Commercial, and Philosophical View of the American United States, published in 1795, contained the following brief notice of this place:

Louisville, at the Mouth of Ohio, an important city, and promises to be a place of great trade, has however made a port of entry. Its natural advantages being lost, and waters at the back of the town, has consequently retarded its growth.

The writer of this note, like almost every writer upon Louisville in the early days, must be convicted of at least one mistake. The town was not made a port of entry until four years after this date.

A fine map of Kentucky, which precedes a good account of the State in Winterbotham's book, shows roads from Louisville to Lexington and to Bardstown, and from Clarksville—the only town shown on the opposite side in "General Clark's Grant, one hundred and fifty thousand acres," in the "Northwestern Territory"—to Post Vincent, and thence westward. Cincinnati is not shown upon this map, but only a "Fort" near the mouth of the Little Miami.

THE SPANISH TROUBLES.

Fresh Spanish intrigues are going on in Kentucky this year, but originating this time with the Spanish Governor at New Orleans, Carondelet, who sends an agent, Thomas Power, to Louisville in July with a letter to Judge Benjamin Sebastian, suggesting the negotiation of a treaty for the opening of the Mississippi to the West alone, between a representative of Spain and commissioners to be appointed by the people of Kentucky. Sebastian was now Second Judge of the Court of Appeals of the State, and a prominent man. He had been an Episcopal clergyman, having been educated in America, and receiving orders in England, but had been diverted to the

pursuits of the law. He settled in Jefferson county, which he represented in the State conventions of August, 1785, of 1787, 1788, and 1792, the latter of which framed the Constitution. Under this he became one of the three original judges of the Court of Appeals, commissioned June 28, 1792. He unfortunately gave ear to Carondelet's schemes of action on the part of Kentucky independent of the Federal Government, and it subsequently came out that he was in receipt of a Spanish pension, of tribute, of \$2,000 per annum, from about 1795 to 1806. Any arrangements contemplated between Sebastian and the Spanish Governor in the former year were anticipated and stopped by the negotiation in October of a treaty between the United States and Spain, which conceded to all the country the free navigation of the Mississippi to the ocean and the right of deposit of goods at New Orleans. But in 1797 Power again appeared in Louisville, with a letter to the judge, proposing the withdrawal of Kentucky from the Federal Union and the formation of an independent Western government; \$100,000 and the value of any office that might be forfeited by the effort would be appropriated for this purpose by the King of Spain, with a full equipment of cannon, small arms, and munitions of war. Sebastian received the proposal very coolly, although Power made favorable report of his views; and nothing finally came of it except to bring the judge into odium and suspicion, as also Colonel Wilkinson, whom Power visited at Detroit, where the Colonel was commanding the garrison. The judge had previously, with the Chief Justice of the Court, George Muter, brought great censure upon himself by an obnoxious decision in a land case. The Kentucky Legislature voted an address asking their resignation, which they did not give, but instead revised and reversed their decision.

THE PIONEER SIEGE.

John Speed, progenitor of Louisville of the famous Speed family, of this city, came to the Falls this year, but shortly went out to the place on the Bardstown road, near the town, where his descendants have since lived, and which is now in the possession of his son, the Hon. James Speed, late Attorney-General of the United States. The progenitor of the family in this State was John Speed's father, James Speed

who removed from Mecklenburg county, Virginia, to Kentucky in 1783, and settled near Danville. A large number of his progeny in the various generations now reside in different parts of the State. John was but twenty-two years old when he came to Louisville. He was made in due time an associate judge of the Jefferson circuit court, and left a reputation as an upright magistrate, a superior farmer, and a well-informed, hospitable gentleman. He died upon his farm in March, 1840, in his sixty-seventh year.

1796—ANDREW ELLICOTT'S VISIT.

In 1796 Louisville entertained for a day a somewhat distinguished company, the head of which was the Hon. Andrew Ellcott, of Massachusetts, Commissioner on behalf of the United States for determining the boundary between the United States and the dominions of His Most Catholic Majesty (of France) in America. They came floating down in barges from Cincinnati. The following is an extract from Mr. Ellcott's journal:

8th December, 1796. Detained till evening by our commissary, who was employed in procuring provisions. Set out about sundown.

The town of Louisville stands a short distance above the rapids on the east side of the river. The situation is hardly some, but said to be unhealthy. The town has improved but little for some years past. The rapids are occasioned by the water falling from one horizontal stratum of limestone to another; in some places the fall is perpendicular, but the main body of the water when the river is low runs along a channel of tolerably regular slope, which has been through length of time worn in the rock. In the spring when the river is full, the rapids are scarcely perceptible, and boats descend without difficulty or danger.—Thermometer rose from 22° to 29°.

LACASSANGE THE FRENCHMAN.

In this year, says Colonel Durrett, in his Centennial Address—which was probably not the year of his subject's immigration hither—"Michael Lacassange, a Frenchman, who fled from the storms of his own country to find repose in our own, was the owner of the property on the north side of Main street, extending from Bullitt to Sixth. Here stood his dwelling-house, and around it was a rich carpet of bluegrass, with fruit and flowers. So much was he enamored of his ample lot, and green grass, and blooming trees, and fragrant flowers, that he bequeathed the property to his friend Robert K. Moore, on

condition that he was not to sell it until the year 1860, and in the meantime his trees were to be cared for with the same kind care he had bestowed upon them. This love of a home, surrounded by airy grounds beautified with green grass and trees and flowers, found not a lodgment in the heart of the Frenchman alone. It has manifested itself among the citizens of Louisville from that time to this. There is no city in our country that can present such a number of private residences with vacant grounds around them, rendered lovely by shade trees and shrubbery and flowers and bluegrass."

Lacassange's house was near the northeast corner of Main and Fifth. Here he died in 1797.

ANOTHER COLD WINTER.

The winter of this year is reported as being another of extreme severity. On the 20th of December several parties of emigrants going down the river in flatboats were stopped by the ice, which broke up two days afterwards with such violence as to wreck part of the boats and cost some of the wayfarers their lives. Bailly, the scientific traveler of the next year, to be mentioned further below, reports the cold of this winter at seventeen degrees below zero. There was again considerable suffering among the ill-provided pioneers.

1797—LOCAL TAXATION.

We have now the first tax duplicate of the town of Louisville that has been preserved, in the records of the Trustees or elsewhere. It shows that on the 3d day of July of this year, Dr. Hall being Assessor and likewise Collector, the following tax-levy was made "on all who reside within the limits of the half-acre lots"—residents on the outlots apparently escaping scot-free:

50 Horses at 6d per head each	£1	38	od.
62 Negroes at 1s per head each	3	5	0
2 Billiard Tables at 20s each	2	0	0
3 Tavern licenses at 5s each	1	10	0
2 Retail Stores at 10s each	2	10	0
1 Carriage 6 wheels at 10s per wheel	12	0	0
Town Lots at 6d per 100 ft	8	13	0
20 Trilobites at 3s each	12	0	0

Making the startling total of. £31 15s 6d.

THE LAMBERTS

On the 21st of February of this year, the first enactment relating to pilots down the Falls, was passed by the Kentucky Legislature. The following preamble justified the law: "Whereas great inconveniences have been experienced, and many boats lost in attempting to pass the rapids of the Ohio for want of a Pilot, and many persons offering their services to conduct boats, etc. Pilots, by no means qualified for this business," etc. The pilots were to be appointed by the County Court of Jefferson county, and to hold their offices during good behavior. Any person, except those licensed as pilots, attempting to conduct boats for hire down the Falls, should pay a penalty of \$10 for each offense. A pilot was entitled to a fee of \$2 for each boat piloted through.

A ROYAL VISITOR.

It was this year that the young Duke of Orleans, afterwards Louis Philippe, the "Crown King" of France, accompanied by two younger brothers, the Ducs de Montpensier and Beaujois, all virtually exiled by the terrors of the Revolution, visited Kentucky, and included Louisville in their tour. Their father, Philippe Egalité, perished by the guillotine; the two youngest princes died away from France; and the oldest brother was not allowed to return until 1814, when he had been exiled twenty-one years. In the course of their tour they visited Washington at Mt. Vernon, entered Kentucky at Maysville, and took Lexington, Louisville, Bardstown, and other points in the State, on their way to Nashville. At Bardstown, where the Catholic colleges and episcopal residence then were, they were so well received that, forty years afterwards, when the Duke became King, he sent to Bishop Flaget a beautiful clock for his cathedral.

VISIT OF FRANCIS LALLY.

On Tuesday, April 11, a young Englishman, then comparatively unknown, but already a careful scientific observer, and afterwards one of the kings of science, floated down the Ohio from Cincinnati and moored his boat above the Falls. His *Journal of a Tour* was published long subsequently, when it was named upon the title-page as by "Francis Baily, F. R. S., president of the Royal Astronomical Society," and published with

a memoir by Sir John Herschel in 1856. Mr. Baily wrote:

[illegible]

The prospect from Louisville is truly delightful. The Ohio here is near a mile wide, and is bounded on the opposite side by a steep and barren country, where there is a fort kept up for the protection of this infant colony, and called Fort Steuben.

Let me visit the last place of any consequence which you
may mention in Ohio.

Mr. Bailly thought the uncertainty about land titles, which he discusses at some length, a great obstacle to the settlement of Louisville and of Kentucky.

WILLIAM HENSON OKMAY

came from Ireland this year, and settled in the little town. He became a very prominent citizen during his long residence here, and was the father of Mrs. John T. Gray, who died February 3, 1862, in her seventy-fifth year, at the country-seat of her daughter Elizabeth, widow of Dr. Norbonne A. Galt. Mr. Ormsby was the originator of the proposal to erect the first (Christ) Episcopal church here, and gave part of the lot on Second street, on which it is erected. He visited his native land repeatedly during his residence in Louisville, and was detained abroad in virtual exile by the outbreak of the War of 1812 during one of his visits, but returned upon the conclusion of peace.

1798 — JEFFERSON SEMINARY.

It is a specially interesting fact that the first public foundation for education in Louisville, and very likely in Kentucky, was made this year, February 10th, by the State Legislature, in the grant of six thousand acres of land to eight leading citizens of the place, for the establish-

ment of a school of learning, was to be called the Jefferson Seminary. December 7th next following, another act authorized the trustees to raise five thousand dollars, by lottery, to aid in founding the school. This matter will be recited in fuller detail in our chapter on Education in Louisville.

THE FIRST FIRE COMPANY.

The General Assembly then enacted a law allowing the formation of fire companies in Louisville, each to be composed of any number of persons not exceeding forty. Their membership was evidently considered a matter of much importance, since the names of all who became members had to be inscribed in the records of the County Court, with the amounts subscribed to the treasury of their company. They were graciously permitted to frame their own regulations, to impose any fine within the limit of £5, and to collect fines by suit before a single magistrate. But any fines collected were to be applied strictly to the legitimate purposes of the organization. It is believed that the provisions of the act were promptly availed of by the citizens of Louisville.

THOMAS PRATHER.

the renowned and wealthy Louisville merchant of a quarter of a century ago, came to the town this year. Dr. Craik, to whose Historical Sketches of Christ Church we are indebted for many of these notices, says he "did more to advance the prosperity of the place than any other person." By his enterprise and foresight he accumulated a large fortune, and at the time of his death, February 3, 1823, he occupied the large square bounded by Walnut and Green, Third and Fourth street. Fifty years ago this was still prettily nearly as he left it, a fine orchard only, with the homestead upon it. The old Prather residence is still standing, and adjoins Macauley's Theater, on the Walnut street front.

A NEW STATE CONSTITUTION.

In May the people of Jefferson county had an opportunity to vote upon the question of calling already a convention to revise the State Constitution. The vote in the State is favorable—8,804 in 11,853 cast and reported nearly one-third of the counties (7 out of 24) either having no election or making no returns. The convention meets at Frankfort July 22d of the

next year, with Alexander Scott Bullitt, of Jefferson county, as President.

1799. PORT OF ENTRY.

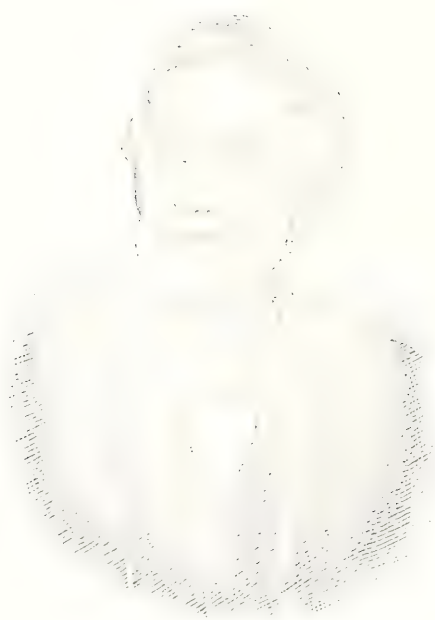
In this year, by an act of Congress passed in November, the village of Louisville was declared to be a port of entry, and a collector was appointed to discharge his duties at this point. New Orleans was still, it must be remembered, in possession of the French, and no custom-house of the United States existed between it and Louisville; so that, until one was established at the latter place, there was absolutely no check upon the importation of goods from that direction without the payment of duties. Subsequently, February 13, 1807, by another act of Congress, after the purchase of Louisiana from Napoleon, the District of Louisville was incorporated with the District of the Mississippi, with a general custom-house at New Orleans. The special importance of the former consequently declined, and the Louisville custom-house and collectorship were abolished. Government inspectors or surveyors were established, however, whose duty it was to survey all boats constructed in the district, and grant temporary licenses at discretion, which were to be surrendered at the New Orleans custom-house upon the arrival of the boat.

A NOTABLE NATIVE.

On the 8th day of January—afterwards "Battle of New Orleans Day"—in the house of his pioneer father, was born John Joyes. He was schooled in the village and at St. Mary's college; read law and was early admitted to the bar; was soon sent to the Legislature from the Jefferson and Oldham District; became the second mayor of the city (1834-35); continued the judicial functions then attached to the office, under a new law, as judge of the city court, from 1836 to the end of one term; practiced law, with an interval during the late war, until bad health and old age obliged him to retire; and died at his home in Louisville May 30, 1877, in his seventy-ninth year. He was greatly respected as a citizen and a lawyer—a true friend, and a liberal, kind-hearted gentleman.

HON. JAMES HARRISON.

This was also the year of birth, in this place,



James L. Smith

of James, son of Major John Harrison, was the sole surviving connecting link of the last century with this, as a native of Louisville. He was born in the third brick house erected in the town

that put up by his father, on the southwest corner of Main and Sixth streets, upon the lot drawn by Thomas Bull in the lottery April 20, 1779, and after various transfers, becoming the property of Major Harrison April 6, 1810, for £650. It was owned by the Harrison family till 1832, when it was sold for \$14,000. In 1870 it sold for \$58,000.

ABRAHAM HITE, JR.

On the 18th of November was born, at a country home on the Bardstown road, in this county, Abraham Hite, a descendant of the famous pioneer family, of which Captain Abraham Hite, his father, was the progenitor in this country in 1782, and survived here just fifty years, dying in August, 1832. The younger Abraham was early placed by his father in the store of Robert Ormsby, a leading merchant in Louisville, and himself in due time became very prominent in mercantile business here. He began independent business here in 1828, as head of the firm of Hite, Ormsby & Hite, and two years afterwards opened a wholesale house. He retired in 1855, and accepted the post of Secretary of the Franklin Insurance Company, of Louisville, in which most of his later years were spent. He died here in a good old age.

AGAIN IN THE BOOKS.

Joseph Scott's New and Universal Gazetteer, published this year in Philadelphia, gives the young Louisville the following notice, in length almost as much as all of Louisiana receives in the same work:

LOUISVILLE, a port of entry and post town of Kentucky, and chief of Jefferson county. It is pleasantly situated on a rich, elevated plain, at the rapids of the Ohio, of which it commands a delightful prospect, and of the best country. It consists of three principal streets, one extending parallel to the bank of the river and the others due south, forming with the main street a triangle, which is occasioned by a bend in the principal street so as to correspond with the course of the river. It contains about a hundred houses, a jail, and court-house. It is forty miles west of Frankfort, and nine hundred and thirteen from Philadelphia.

A RETROSPECT.

And now at the century's close let us look back. Thirty years before the soil of Kentucky was broken for the first time by a white man.

Where this great city is now, at that day spread only a wilderness. On the Ohio's smooth surface were reflected only the waving branches of overhanging forest trees and the brown faces of the Indian. Bears, wolves, panthers, deer, and buffalo had an undisputed right to life, liberty, and the pursuit of happiness. In a brief space of time, the old trees are gone, and streets of strongly built houses stand in their places. A civilized town of many hundreds of souls, enjoying, thinking, growing humanity, under wise and good laws, have overcome material force by a stronger power, and barbarism has given place to civilization. Where shall the end of next century find the town?

CHAPTER V.

THE THIRD DECADE.

1800—Population—The Tobacco Trade—A Market House—Tobacco Vendors—The First Stage—A New Mail Route—Chapman's Children and Wife—1801—More Legislation for Louisville—A Warehouse—The Congress Bridge—First Masonic Lodge—First Newspaper, the Farmers' Library, 1802—Dr. Richard Ferguson—Nathaniel B. Hall—Another Map—Another Newspaper, the Louisville Gazette, 1803—The Ship Canal Legislation—The Cosby Family, 1805—Still More Legislation for Louisville: The Famous Hug and Pound Law—Street Labor, &c.—Arrival of the Nonpareil—The Spying of Espy—Aaron Burr's Visits—General Robert Anderson, 1806—Local Commerce—A New Postmaster—The First Authoritative Map—Brackenridge's Recollections—An Ashes that Made Lies—James Meigs, 1807—The Cold Friday—Another Tax List—The Traveler Schultze Here, 1808—The First Theater Building—Now Comes Mr. Cumings—Likewise John James Audubon—The Ornithologist Wilson a Visitor—James Ruidl—Incidents, 1808—The Tarascon Mill—Antiquities Found, 1809—Clay and Marshall's Duel Near Louisville—The First Methodist Church—The Local Assessment of 1809.

1800—LOUISVILLE'S POPULATION.

The Federal census of this year gave probably a correct statement of the population of the town—one far more trustworthy than the blundering estimate of but thirty in 1788, or the better one of two hundred in 1790, as reported in the unofficial returns of that year. The travelers in the last decade observed, one about one hundred, another about two hundred, houses here. It is probable that there were more than one hundred and less than two hundred. Allowing, then,

that a number of these were either vacant, or used exclusively for trade or the handicraft business, and a reasonable estimate of the inhabitants in the remainder makes exceedingly probable the truth of the census figures, which give three hundred and fifty-nine to the total population of the town in the year of grace 1850. This was exceeded by four other towns in the State, by Paris, with 377; even by Washington, far off in Mason county, with 370 (May 1840 had but 137, and Newport 180); by Frankfort, with 408; and by Lexington, which loomed up superiorly as the metropolis of the state, with 1,707.* But a small part of the population of Kentucky, however, was now in towns. Twenty-nine reported returned by this census did not together contain six thousand, or an average of more than two hundred people apiece. Then total population was scarcely one-fifth that of the State, which was mostly now in the rural districts, freed from the terrors of Indian massacre. In ten years the State had had a magnificent growth, increasing almost exactly two hundred per cent.—147,278, or from 73,677 to 280,655. The whites numbered 179,873, slaves 40,343 (an increase within the decade of 224 5 per cent.), and free blacks 739. Kentucky was already the Empire State west of the Alleghanies.

THE TOBACCO MARKET

was beginning to look up in Louisville. Colonel Campbell had a warehouse for the trade, which stood on or near the river-bank, opposite Corn Island.

A MARKET-HOUSE

was provided for by act of Assembly this year, which appropriated £25 from the annual town tax for the building of the same upon public grounds, under the superintendence of the Board of Trustees, which body was also given exclusive jurisdiction over the harbor interests at the mouth of Beargrass. But behold, when the authorities began to cast about for a site for the market-house, it was found that the sales of lots had been so close—even the reserved strip across the town having by this time been sold—that not even space enough for a public building was

found still belonging to the town. The act of 1850 had to be repealed a year or two afterwards, as to the location of the market-house, and the trustees were authorized "to fix upon some proper place, such as shall seem most convenient to the inhabitants of the town, and there to erect a suitable market-house."

THE TOTAL VALUATION

of the town this year, for purposes of taxation, was but \$71,163. This shows a good increase, however, from the petty tax-list of 1797, before reported. It was \$254 for every man, woman, and child in the place.

THE FIRST SHIP

down the Ohio reached Louisville June 16, and made a proper sensation. She was built in Pennsylvania, at Elizabethtown, on the Monongahela river, and started on her first journey May 17, 1800, with a cargo of seven hundred and twenty barrels of flour. At Louisville she was detained by low water till the following January. At Fort Massac, Illinois, two thousand bearskins and four thousand deer-skins were added to her cargo, for the New Orleans market. After this time she made several voyages between New Orleans and New York, once going from the latter city to Balize in twelve days, at that date, the year 1801, the quickest trip ever known.

In this connection an announcement of the Cincinnati Spy and Gazette of March 12, 1800, may be fitly noticed. It is of the opening of a new mail route between Louisville and Kaskaskia, "to ride once every four weeks." Think of this, ye lively route-agents on the Ohio & Mississippi railroad!

MR. AND MRS. CHAPMAN COLEMAN.*

Chapman Coleman, son of James Coleman, was born in Orange county, Virginia, May 17, 1793. He came to Kentucky at an early age, and lived in Woodford county. He was a soldier of 1812, and at the battle of New Orleans. From there early in this century he removed to Louisville, where he passed the remainder of his life. He was a merchant and banker. He was twice United States Marshal for Kentucky, being appointed in 1823 by President Monroe, and in 1827 by J. Q. Adams. November 18, 1830, he was married to Ann Mary Butler Crittenden,

*Mr. Cassady, however, makes the population of eight hundred souls. History of Louisville, 1850, page 27; he also contradicts the fact of 1850, and has no sufficient reason in this case for falsifying the census report.

*By Patrick Jaynes Esq. of Louisville.

daughter of the Hon. John J. Crittenden. They had seven children: Florence, married to Patrick Joyce, of this city; Conelia, married to J. McNeill Marriot, of Baltimore; Edith, married to H. N. Gassaway, of Washington, District of Columbia; Judith Crittenden, married to Hon. Charles H. Adams, of Cohoes, New York; and Eugenia Crittenden, and two sons, John Crittenden and Chapman, both of whom served in the Confederate army, the elder dying of a fever during the War, and the young Chapman becoming a lawyer, and is now Secretary of Legation at Berlin. C. Coleman, Sr., died in 1852, and is buried in Frankfort. The following sketch of Mrs. Coleman is from an article in the "Sunny South," written by the Hon. Alexander H. Stephens:

The subject of this notice is the daughter of the late J. J. Crittenden, of Kentucky, who was one of the ablest and purest American statesmen. She was born in Lexington, Kentucky, the parent of her father's daughter being the 15th of March, 1817, while her father was in the very conflict between Great Britain and the United States. The daughter is the very picture of refinement, piety, as well as morality. Mr. Crittenden first was married to the daughter of the elder Crittenden, and was the father of the late J. J. Crittenden. Her grandfathers, John Lee and John Crittenden, were both members of the Pennsylvania Convention. Mr. Coleman was married November 18, 1830, to Mr. Chapman Coleman, one of the most highly honored and distinguished merchants of that period. He resided in Louisville, Kentucky. Seven children were the fruits of this marriage, the youngest of whom was an infant daughter at the time of Mr. Coleman's death. Mr. Coleman left the entire control of his property and children to the surviving mother, showing how well she deserved his love and confidence. Soon after the death of her husband, Mrs. Coleman left the United States, and, with her children, took up a temporary residence in Germany, where she devoted herself not only to the education of her children, but to the acquisition of a thorough knowledge of the French and German languages. Of these she and all her children became masters before her return to her native land. She and her daughters have given to the literary public of the United States several admirable translations of French and German works. In 1874, Mr. Coleman published a book of her father. It was published from the press of the Lehigh Press, in Philadelphia, and consists of two volumes. These furnish abundant evidence, not only of her highly cultivated literary taste, but how thoroughly she is versed in the political history of her country. The work was at first gotten up by subscription. The list sent on for copies contained the names of the most distinguished survivors of the golden day of the Republic. For the last three years Mrs. Coleman with her two unmarried daughters (one of whom since married, has resided at the seat of the Federal Government, where she has met with a warm reception from the friends of her father and country), has been at it every day. It is certainly within proper bounds to say that she is now recognized as one of the queens of the literary society of Washington city.

Southland Writers, Vol. I., contains a sketch of Mrs. C. Coleman and her daughters.

The old Coleman house was on the north side of Main, near Floyd, and is still standing.

1861—SOME MORE LEGISLATION.

The market-house act contained sundry other provisions, the mention of which will furnish an appropriate introduction to the story of the important public improvement now about to be undertaken.

The Legislature of the State, early in the following year, after giving to the trustees of Louisville the power to make deeds and conveyances of the town lots, and providing abundantly for the levying and collecting of taxes, proceeded to exempt citizens from working on roads out of town, except the one road leading from Louisville to the lower landing. They also ordered the appointment of a street surveyor, whose duty should compel him, from time to time, to call the people to meet together "on a certain day, at a certain place, for the purpose of working upon the streets," and any person failing to obey such call should pay a fine of six shillings for every failure.

The prices of the half-acre lots on the principal streets now ranged from \$700 to \$1,400. One fine lot, however, on Main near Fourth street, was carelessly sold at public vendue by the trustees at some time before this, for a horse worth but \$20—a proceeding which excited some indignation.

A WIFE SOLD.

This, however, will cease to be so flagrant a breach of trust, when we compare it with another incident recorded about the same period of time. Neither party in the transaction, however, was acting in an official capacity, and the article sold was of far greater value—as commonly estimated—than the land previously mentioned. Among the visitors at the mansion of one of the first citizens of Louisville, came a person claiming to be a Methodist preacher "in good and regular standing." After enjoying the gentleman's hospitality for a space of several weeks, he departed one fine morning, carrying with him, perhaps by mistake, no less an article than his entertainer's wife. The host on his re-

turn at once his old so valuable and important a portion of his household goods, and started after the thief in hot pursuit. The reverend gentleman was soon overtaken and the stolen property demanded. The villain acknowledged the theft, but seemed unwilling to return the prize, offering instead to settle the matter in a way which seemed to him equally just and satisfactory. The plan was that the injured party should give up the right to the stolen goods in discussion and receive as compensation the name on which he rode. To this the husband gave a rather reluctant consent, on condition that the bridle and saddle be thrown in the bargain. And for many years afterward the old man was seen ambling along on his mare—the two seeming to enjoy a much more quiet and congenial companionship than that which had existed between himself and his former companion.

THE BRIDGE OVER BEARGRASS.

Returning from these digressions, we call now attention to a most valuable and needed public improvement. A subscription was made this year, by the good people of the village, to build a bridge over Beargrass, near the mouth. Two subscription papers appear to have been circulated, the amount upon the first being \$313, and upon the second \$101, making a total of \$414, all of which was collected except \$10. The amount paid Mr. A. Linn, contractor for the bridge, was \$430. The earliest of these subscription papers is still preserved in the office of the Clerk of the Board of Councilmen, in the City Hall, bearing the original autographs, and furnishing, probably, a good directory to the names of the citizens of Louisville and vicinity in May, 1801, when it was circulated. The names are:

Geo. Wilson (1801).	F. Gwaltney,
Thos. Prather (1801).	John B. Bray,
Jas. Patten (1801, and \$10 in smith work).	August Kaye
John Harrison,	Robert Coleman
William Sullivan,	Adam Wolfert,
Richd Terrell,	Aschel Linn,
Evan Williams (1801)	James Macconnell
H. Duncan,	John Nelson,
Wooden Pope,	Nathl B. Whitlock,
Forts Crosby,	Richard Modley,
Frederick Geiger,	Alex. Ralston,
John Hunter,	Richard Taylor,
T. Henry Ralston,	Allan Campbell,
Thos. M. Winn,	John Campbell,
W. Croghan (1801)	Author Campbell, by his agent, John Harrison

E. Dickinson,	Peter Ross,
J. Gwaltney (1801)	Wm. L. Howell,
John Collins,	Saml. McDaniel,
	Edw. Lightfoot

The second subscription paper, dated May 18th, bears the following names:

Robert K. Moore,	A. Kaye (1801),
William White,	R. Clark Thayer,
William Cook,	P. B. Ormby,
Richard C. Anderson,	Oxen Gwaltney,
George Brady,	Thos. Burton, Jr.,
John Hays,	Richd Taylor,
Saml. Galtman,	R. A. Wolfe,
John Thompson,	Edw. Wolford,
	Nicholas Clark.

THE FIRST LODGE

of Free and Accepted Masons—Abraham's Lodge, No. —, was chartered in 1801 by the Grand Lodge of Kentucky. All the lodges in the State this year gave up the charters received from the Grand Lodge of Virginia, in order to take anew from the Grand Lodge of their own State.

THE FIRST NEWSPAPER

in Louisville was started this year. It was called The Farmer's Library. For a long time its existence was only known by inference from an act of the Legislature relating to Louisville, passed in 1807, in which it is named; but Colonel Durrett has more lately resurrected a partial file of it, which now forms a part of his valuable collection of *Louisvilliana*.

1802—DR. RICHARD FERGUSON.

This year came the well-known physician of half a century here, Dr. Ferguson, then in his prime, a stout Irish gentleman of thirty-three. He staid but a short time before he became discouraged and sent his baggage to Portland to start for New Orleans and a new attempt at settlement. A friend remonstrated with him, however, and the toss of a dollar decided that he should stay in Louisville. The next year he married Miss Aylett E., daughter of Colonel William A. Booth, an immigrant from Virginia to Kentucky in 1798. She died August 12, 1838. He survived fifteen years longer, dying April 10, 1853, in his eighty-fourth year.

NORRIS L. LEAVELL.

This gentleman came in 1802 from Williamsburg, Virginia, to Louisville, in company with

Dr. William Galt, of the same place. Mr. Beall's father already owned a very valuable tract of three thousand acres on the Shelbyville road, three miles from Fairview; and the son settled on that part of it known as Spitz Station, where he built the fine, old-fashioned mansion-house so long occupied by the family. He became a very prominent citizen, and was sent several times to the lower House of Congress. Dr. Galt married one of his sisters, and an other became wife of Richard Maupin and mother of one of the most famous Kentucky beauties of her day, who died young, of consumption. Mr. Beall's daughter Ann married Captain William Booth, then of the United States army, but for many years a farmer at the Horseshoe Bend, on the Ohio.

STILL ANOTHER MAP

of the town was made this year, by Alex. Woodrow. It is not known what became of this old plat, and not even a copy of it is known to be in existence.

THE LOUISVILLE GAZETTE,

the second newspaper in the town, was started this year. It is also named in an act of the Legislature, but six years later. It speaks well for the intelligence and progress of the place that in two successive years two public journals could be hopefully started.

THE SHIP CANAL.

Probably no intelligent and thoughtful visitor, from the beginning of white visitation in the seventeenth century, had ever viewed the Falls of the Ohio without thinking of a canal, on one side of the river or the other, to obviate their difficulties and dangers. The time had now arrived, in the fullness of years, when the first important step toward its construction was to be taken, in the way of legislation. On the 19th of December, 1804, the General Assembly of Kentucky passed an act incorporating the Ohio Canal Company with a capital of \$50,000, and the privilege of raising as much as \$15,000 by lottery, if not subscribed. The act has been more fully detailed, in our chapter on the canal. It will suffice here to say that but little money was raised, although subscription books could be opened under the law in seventeen towns of the State, and, apart from some preliminary surveying and much discussion, nothing was done for twenty years.

THE COSBYS.

Among the permanent residents who settled in Louisville this year were the elder Fortunatus Cosby and wife, who had been married in their native Louisa county, Virginia, seven or eight years before, and had come to this country with her father, Captain Aaron Fontaine. They settled in the spring of 1768 with him on Harrod's creek, nine miles above the village, and resided in his house, though Mr. Cosby opened a law office in Louisville, and practiced here for some years before his removal. He was born on Christmas day, 1766, was graduated at William and Mary College, where the eccentric John Randolph, of Roanoke, was a fellowing-student. He then took a course of law readers under able practitioners in his native State. The house they first occupied in Louisville was an unfinished log cabin, and Mrs. Cosby long afterwards related that she was obliged, in the absence of doors to it, to hang up blankets and also make a blazing fire within to keep the wolves away. Her husband's lucrative practice enabled him by and by to put up a brick red fence, an early one of that material in the place, known subsequently as the Prather House, and standing on the square between Green and Walnut, Third and Fourth streets. In July, 1810, Mr. Cosby was appointed circuit judge by Governor Scott. He became very wealthy, holding at one time a single tract of three thousand acres, from Tenth street westward, and other parcels of land in the place, altogether estimated to be now worth \$30,000,000 to \$40,000,000. He was a fine scholar and a generous entertainer, numbering among his warm friends, though a political opponent, the great Commoner, "Harry of the West." Mr. Cosby lived to the advanced age of eighty-two, dying at his residence here October 19, 1847. His wife, though but little younger, survived him several years longer, when she also passed away, greatly lamented. Their children have also been numbered among the most notable residents of the city. It is quite needless to add that among them was Fortunatus Cosby, the poet, who is the subject of a notice elsewhere.

1805—MORE LEGISLATION.

The famous hog and pond law was passed for the benefit of swine-infested and swamp-infected

very short, and some have said that it was the only one of the kind, of which I have seen any record. It is a great natural curiosity, and one which the people of the Falls are entitled to be proud of. It is a very curious and interesting sight, and one which is well worth a visit to the Falls. It is a very curious and interesting sight, and one which is well worth a visit to the Falls.

Whether the fact that the river is so rapid, and that it is so difficult to navigate, is the cause of the great number of ships which are wrecked in the river, or whether it is the result of the great number of ships which are wrecked in the river, is a question which is not yet settled. It is generally supposed that the situation is not as eligible for that purpose as the one on the opposite shore.

Mr. Espy had had some strange notions, even in his head while tarrying in Freedom. He would certainly revise his opinions, could he see the splendid work which now allows the largest river-steamers to pass rapidly and safely around the rapids.

AARON BURR'S VISITS.

The most extraordinary visitor to Louisville this year, however, was the then Vice President of the United States, the notorious Aaron Burr. It was the year after he had slain Hamilton in the duel at Weehawken. He was the object of general odium throughout the land, had lost an election as Governor of New York, was at variance with his party and the President, and was now meditating the revolutionary and unlawful scheme against the Spaniards in Mexico and Texas. He appeared this year in Louisville and Lexington, and in the next, which was spent chiefly upon Blennerhasset's island, he was occasionally seen here, in Lexington and Nashville, and at other points where he desired to enlist men of influence in support of his expedition, which was now preparing and equipping on the Muskingum. In November, after its ruin through the energetic measures taken by Governor Tiffin, of Ohio, with the co-operation of the Federal Government, Burr was brought before the United States District court at Frankfort on a charge of high misdemeanor, in organizing, upon the soil of the United States, an expedition against a friendly power. The grand jury refused to find a bill of indictment, however, and a grand ball at the State capital about Christmas celebrated Burr's acquittal.

GENERAL ANDERSON.

The distinguished soldier and hero of Fort Sumter, General Robert Anderson, was born in Louisville June 14th of this year, son of Colonel Richard Clough Anderson, Sr. He became suc-

cessively a graduate of West Point, a lieutenant of artillery, serving in the Black Hawk war as Inspector-General of the Illinois volunteers, with the rank of Colonel; instructor in artillery at West Point; a brevet captain in the Florida war; aid to General Scott; captain of artillery; was wounded in the Mexican war and breveted Major; commanded the Military Asylum at Harrodsburg, Kentucky; Major of the First artillery in 1857; defended Fort Sumter four years later; was made Brigadier-General in the regular army in May, 1861; commanded for a time the Department of Kentucky and then of the Cumberland; resigned through ill-health in the fall of 1863, and died at Nice, France, October 26, 1871. His remains are buried at West Point.

1806—COMMERCE.

The river-trade of Louisville had grown some, but was not yet large. According to Dr. McMurtrie's Sketches, two barges, one of forty tons, owned by a Mr. Instone, of Frankfort, and one of thirty, owned by Mr. Reed, of Cincinnati, with six keel-boats, were all-sufficient for the traffic of Louisville and Shippingport upon the Western waters. A wondrous change, however, was soon to come.

A NEW POSTMASTER.

Mr. John T. Grey, who had already spent some years here as a deputy clerk, under the administration of Worden Pope, was appointed Postmaster this year and remained in the position for twenty-three years. He also became a large business man here, and was among the first to put steamers on the river in the Louisville and New Orleans trade.

THE FIRST MAP OF AUTHORITY.

Mr. Jared Brooks, who seems to have been a very useful man here in the early day, made this year a careful survey of the Falls and the adjacent lands, which was reduced to a map, and printed under the title, "A Map of the Rapids of the Ohio River, and of the counties on each side thereof, so far as to include the routes contemplated for Canal Navigation. Respectfully inscribed to His Excellency Christopher Greenup, Governor of Kentucky, by his very obedient servant, J. Brooks. Engraved and printed by John Goodman, Frankfort, Kentucky, 1806." Upon this early, if not the first authentic map is

delineated the line of the canal, pretty nearly as constructed before the enlargement, and also a plan of extensive "water works" which was considerably discomfiting the future. It exhibits all the prominent rocks, currents, and eddies at the Falls, and the forests on both sides of the river as they then stood.

The Rev. Richard Deering, who had a copy of the map of 1826 before him while preparing his pamphlet of 1850, says that Mr. Brackley's plan of "water works" consisted of a pair of races taken out, one on each side of the main canal, just above the upper lock, and running parallel with the river, back upward and downward, from which races short sidecuts were to be made at convenient distances for mills, and the water discharged into the river after it left the wheels. The race was to be extended down the river to any distance that might be required, thus furnishing room and power for an indefinite number of mills.

Mr. Deering says what is no doubt the exact truth, that had Mr. Brackley's plan been carried into execution, Louisville would have been one of the greatest manufacturing cities in the country.

A REMINISCENCE.

Mr. Brackenridge, author long afterwards of a book of *Recollections of Persons and Places in the West*, after a notice of Cincinnati in 1806, indulges in the following reminiscence concerning this place:

Louisville had also become a handsome town, and, thus far the picture of the wilderness may be said to have been lifted up, but farther down the Ohio was still the abode of solitude and gloom.

AN ASHE THAT MADE LIES.

In 1806 the Falls cities enjoyed the doubtful honor of a visit from the English traveler and would-be scientist, Thomas Ashe, who, under the guise of a Frenchman, named D'Arville, was taking in the people of the Ohio Valley in various ways, and especially preparing to swindle that fine gentleman of the old school, Dr. Goforth, of Cincinnati, out of his large and costly collection of fossils from the Big Bone lick. Ashe was a great liar, as may be seen from the first sentence quoted below, but his book of *Travels in America* is all the more entertaining in places for that reason, and we need offer no apology for presenting in this place some extracts

from his Munchausen narrative, without omitting any of their embellishments:

The first information I had of the approach to Louisville was the report of the Falls, which reached me at a distance of fifteen miles. Four miles farther on we met a fine view of the town, which stands about a mile above the Falls, on the River by day. The entire country is very grand, but the deep pool of water, drawn from the interior of the river, and the darkness it throws on the night. As the Falls came in I passed within a mile and a half of the main canal, and the locks and the cuts, it is a very grand sight, and the water is very high, and pulls in the boat. There is a possibility of water into the bottom of the full stream, and from there into the water of the flood. By my not attending to them in time, I was very near perishing. The severity of the water increased, the upsurge of the Falls became tremendous, and nothing but the continued liveliness of the current saved me from sudden and violent perdition. We moved one hour across the stream and got into dull water, but five minutes before our deaths must have been certain; whereas, had I pulled in on such a day, I could have dropped quickly down along the bank and enjoyed the grandeur and sublimity of the general scene, in the place of experiencing so much doom and apprehension.

Having secured the boat in the mouth of Beargrass creek, I went up to the town of Louisville, which is situated on a high and steep bank of the Ohio, about two hundred poles above the commencement of the rapid descent of the water, and contains about eighty dwellings, besides the court-house of Jefferson county and other public buildings. The prospect from the town is very extensive, commanding a view up the river for some distance above what is called Six Mile Island; and on the opposite shore, which is the distance of one mile and a quarter, the eye is carried over an extent of level country, terminated by the hills of Silver creek, which are five miles distant, and down the river to Clarksville, about two miles below. Here the magnificence of the scene, the grandeur of the Falls, the unceasing brawl of the cataract, and the beauty of the surrounding prospect, all contribute to render the place truly delightful, and to impress every man of observation who beholds it with ideas of its future importance, till he enquires more minutely and discovers a character of unhealthiness in the place which forbids the encouragement of any hope of its permanency or improvement.

A shipyard is erected below the rapids by the company of Tasson and Tasson Brothers, a James Berthoud Berthoud, the latter of whom now resides here. This certainly is the most eligible place on the river Ohio, and a greater prospect of the advantages of such an establishment now opens, since the vast territory of Louisiana has become the property of the United States.

The inhabitants are universally addicted to gambling and drinking. The billiard-rooms are crowded from morning till night, and often all night through. I am the more concerned to see the prevalence of these vices, as I experience a liberality and attention in the town which has given me an interest in the general welfare of its people.

Notwithstanding the low state of the water and the imminent peril of the passage, I determined on taking the chute without further delay, and lay my boat up below the Falls, where I returned to the town and made a short excursion through the country. I accordingly sent for the head pilot. He informed me that he feared a thunder gust was collecting

After leaving Wheeling, and descending the river, we reached the mouth of the Falls, the Ohio, before the town of Louisville, six hundred and twenty-seven miles from Pittsburgh. The river is here, by the aid of the current, elevated and over the crest of the falls, at the State of Kentucky, at a rate of hundred feet, and is the commencement of the rapids, and continues so, through the county of Harrods, it is the country here, and continues to the first building, with considerable rapids, several of which have already been mentioned. The river is here, in the country, in this respect, over the other, and is the only one that has been found to possess all the necessary amount of it, and is the only one around Louisville is perfectly level for some miles, and the elevation of the town, compared to the level of the sea, is the smooth and gentle stream, and is the only one that is found in the following billows of the Falls below, the river has already been erected into a port of entry and clearance, and lies in latitude 36° 14' north and 87° 27' west.

The river at this place appears to have a depth of a breadth of about one mile and a quarter, and, as the passage of the Falls is dangerous to strangers, the number with the navigation, the court appoints able and experienced pilots, who conduct you over in safety. Our pilot informed us that he received the same pilotage for a ship of three hundred tons as for a canoe, which you may consider as your pilotage, for, according to the act, "every boat shall pay \$2 for pilotage."

1808- THE FIRST THEATRE.

Louisville was still a small town, not more than one hundred and twenty houses in it, according to Mr. Schultz, just quoted. It was, however, doubtless a little and poor one. According to Dr. McMurtrie, it was "but little better than a barn." In the year 1808 it fell into the hands of the celebrated Mr. Drake, under whose auspices was fairly begun in the West the golden era of the drama. Through his wise managing, the tastes of the people were not only met, but their standards were placed upon a higher level, and the effect produced was lasting, in fact. To his tutorship should be credited the critical taste of our theatrical attendants of the present time. Not a few whose names are now prominent among stage artists, took their first lessons under Mr. Drake, at this place. This theatre, destroyed by fire in 1843, stood between Third and Fourth streets, upon the north side of Jefferson street. For a long time previous to its destruction, it was the resort only of the most disreputable part of society. Before the City Theater had ceased to exist, Mr. Colman began a new building for a similar purpose at the southeast corner of Green and Fourth street, but for some cause the project stopped with the erection

of the outer walls. Mr. Bates of Cincinnati purchased what then was of the building, and after completing it opened it in 1846, early in the year. A part of every year from that time, it was open, and the best performances were put within the reach of people whose tastes would lead them to desire only the best. This was the old building removed but a few years ago, to give place to the superb edifice erected by the Courier-Journal Company.

NOW COMES MR. CUMING.

May 10th of this year, Mr. F. Cuming, who was making an extensive tour through the Western and Southern country, rowed his boat, with which he had come seventy-eight miles down the Ohio the night before, into the mouth of Beargrass. He recorded the following flattering observations in his subsequent *Sketches of a Tour*:

Louisville is most delightfully situated on an elevated plain, to which the ascent from the creek and river is gradual, being just slope enough to admit of having gardens with terraces, which Dr. Gault at the upper and two Messrs. Bullets at the lower end of the town have availed themselves of, in laying out their gardens very handsomely and with taste. From the latter the vessel slips up and down the river is truly delightful. Looking upwards, a reach of five or six miles presents itself, and turning the eye to the left, Jeffersonville, a neat village of thirty houses, in Indiana, about a mile distant, is next seen. The eye, still turning a little more to the left, next rests upon a high point, where General Clark first encamped his little army about thirty years ago, when he descended the river to make a campaign against the Indians, at which time Louisville and almost the whole of Kentucky was a wilderness covered with forests. The rapids or falls as they are called of the Ohio are the next objects which strike the observer.

Clarksville, a new village in Indiana at the lower end of the rapids, is next seen, beyond which Silver creek hills, a moderately high and even chain, bound the view five or six miles distant. Continuing to turn to the left, Rock Island and the same chain of hills appearing over it, finish two-thirds of a very fine panorama. The town and surrounding forests form the other third.

Louisville consists of one principal and very handsome street, about half a mile long, tolerably compactly built, and the houses generally superior to any I have seen in the Western country, with the exception of Lexington. Most are of hand-made brick, and some are three stories, with a parapet wall on the top in the modern European taste, which in front gives them the appearance of having flat roofs.

I had thought Cincinnati one of the most beautiful towns I had seen in America, but Louisville, which is almost as large, equals it in beauty, and in the opinion of many excels it. It was considered as unhealthy, which impeded its progress until three or four years ago, when, probably in consequence of the surrounding country being more opened, bilious complaints ceased to be so frequent, and it is now considered by the inhabitants as healthy as any town on the river. There is a market-house with a very good market every Wednesday and Saturday. The court house is a plain two-story stone building, with a square roof and small bellry.



JOHN J. AUDUBON.

shortly thereafter had been killed by Indians, and he was probably the first white man to have been killed by Indians in the Falls country.

So wrote the dear and graceful son of Scotland. In October, 1832, Andelson returned to Louisville, and resided at Shippingport for a year or two, while painting birds, animals, and views of American society. He was but once more here, in March, 1833, an old and now very feeble man, on his way to make a long and tedious tour in the Far West. He died at Arabon Park, on the Hudson, January 27, 1851.

AN IMMIGRANT WHO STAYED.

During this year James Rudd, a standard of nineteen, a native of Maryland, came to seek his fortune in the Falls city, and remained here until his death May 8, 1867. He is said to have been the first free and outspoken Catholic to become a permanent resident here. He raised a rifle company in the War of 1812-15, which closed before he could get his command to the field. He was a member of the city council and of the State Legislature, at one time serving in the latter body with his two brothers from other parts of Kentucky. In 1849, with Hon. James Guthrie and General William Preston, he was elected to the State Constitutional convention. This was the last of his official duties. He had previously, in 1848, done the community of his residence an important service, in the purchase for the city of the greater part of the estate now occupied by Cave Hill cemetery, and afterwards did much to make that beautiful resting place of the dead what it is. Upon the day of his funeral, although he was not a lawyer nor in any way connected with the courts, the chancery court of Louisville adjourned, out of respect to his memory.

INCIDENTS.

On the 8th of April, 1807, snow fell in the streets of Louisville to the reported depth of six inches.

The post-office this year yielded, as total receipts, the munificent sum of \$529.

1808. THE TARASCON MILL.

In 1808 the excavations were made and the foundations put in for the great flouring-mill built by the Tarascons at Shippingport. It was

during the removal of a large sycamore tree to give room for these, that the puzzling iron hatchet mentioned by Dr. McMurtrie in 1819, and in our chapter on the Mount Builder, was found beneath the roots, indeed, immediately under the tree, which was two hundred years old.

1809. A MEMORABLE DUEL.

January 19th of this year, upon a spot on the Indiana side of the Ohio, opposite Shippingport, where the parties crossed in boats and landed a little below the mouth of Silver creek, occurred the notable hostile meeting between Henry Clay, then a young lawyer and legislator, and the elder Humphrey Marshall, a member of the same branch of the Legislature, the House of Representatives. In the course of a heated debate upon a resolution of Clay's, to encourage domestic manufactures by recommending the Kentucky legislators to wear home-made jeans in preference to other goods, Marshall gave Clay a deadly insult, which the latter resented on the spot. He rushed for Marshall, but General Christopher Riffe, a stalwart German member from Casey county, who occupied a seat between them, held them apart, saying: "Come, poys, no fighting here: I vips you both." A duel of course followed, after the manner of that time. On the first fire Mr. Clay received a slight wound in the abdomen—"in no way serious," as he himself described it. It was sufficient, however, to end the duel, but not until second shots had been exchanged without effect, and Clay had insisted on a third. The seconds, however, holding that his wound now placed him on an unequal footing with his antagonist, declined to permit the contest to continue.

Clay's next duel was with John Randolph, at Washington city, in 1826.

THE FIRST CHURCH

in town was built this year, being the old Methodist Episcopal church on the north side of Market, between Seventh and Eighth streets, which stood until quite recent years. A Methodist society is said to have been in existence here as early as 1805. Further notice will appear in the chapter on Religion in Louisville.

THE LOCAL ASSESSMENT,

or tax levy of this year, amounted to \$991, or nearly ten times that of a dozen years before.

CHAPTER VI.

THE FOURTH DECADE.

1836 The City of Baton Rouge—The Fortification of the
 Crescent—Framing Planes—The Landing of the County
 Court House—Two Newspapers—Statistics of the
 Middle—The First Steamboat—East River, and
 West Point Ferry—Views of the New Orleans and
 Earthquakes—The Government of the American
 Ordnance—The first Catholic Church—A Letter from
 one of Tippah's—John Melvin, the Traveller—A
 Letter from the New Orleans Convention of the
 Town—The first of February—The first of
 Kentucky—The first of the first of the first of
 Notices of Louisville—John D. Owen—1814—The
 Kentucky Volunteers at Louisville—The Steamer
 Enterprise—Captain Swanwick—The first of the
 Commerce—The first of the first of the first of
 Daniel Fenton—The first of the first of the first of
 Accident to General Clark—1817—General of the first of
 Tobacco—The first of the first of the first of
 Public Dinner to Captain Swanwick—The first of
 of New Orleans—1816—The first of the first of
 The Ship Canal—Other Evidences of Improvement—
 The Hope Distillery—Currency Problems—The Ohio
 Methodist Conference Meets in Louisville—John
 B. Bowles—John Owen. 1817—The Marine Hospital
 The Smuggling—The first of the first of the first of
 United States Branch Bank—Boom in Real Estate—
 Mr. Featon and Lord Selkirk Here—William P. Boone
 Another Landing—The first of the first of the first of
 and Commerce—Statistics of the first of the first of
 and Appointments—The Daily Post—Admission of
 Henry B. Fenton—H. A. R. Selkirk—The first of the first of
 a Dinner—The first of the first of the first of
 Free and Accepted Masters—Death of General Clark
 Cold Winter. 1817—Dr. McManis—Sentinel of
 Louisville Published—Extended Notices of the Town—Some
 Other Views—Observations of W. Faux—Of Adell Ward
 Garrison's Notes—More Notes of the Spirit in
 Business Houses in Louisville, etc.—An Amusing Incident—
 Visit of President Monroe and General Jackson—Mr.
 Young Inmates.

1810 THE CENSUS RETURN.

Kentucky had experienced a very satisfactory growth during the decade—of total population 84 per cent., and of slave population very nearly 100 per cent. She now counted 266,511 people within her borders—324,237 whites, 80,561 slaves, and 1,713 free colored persons. Kentucky was now the seventh State in the Union. Louisville had had, relatively, a very great growth, bounding from 359 to 1,397—an increase of almost exactly 400 per cent., in a single decade. Her increase in population and wealth was henceforth rapid. The Falls City was on the high road to prosperity. The assessment of the year, in public taxation, was \$1,320, something more than double that of 1800.

The annals of the year, so far as they peer

from behind the curtain of oblivion, are very limited in amount and interest.

THE FIRST FOLIO,

for regular service as such, were appointed this year, in the persons of John Ferguson and Edward Dowlin, who were each to receive for their services the starvation salary of \$250.00 per annum. And yet nearly ten years afterwards, in 1819, a resident or traveler through the place deliberately recorded: "A yardman is a character perfectly unknown, and not a single lamp lends its cheering light to the nocturnal passer-by."

THE MILLERDALS

furnish another paragraph to the story of 1810. In the Official Minutes of the Methodist Episcopal church for this year, the Jefferson Circuit is first mentioned, with three other new circuits in Kentucky. Included in this circuit, of course, was the Louisville charge, by and for which a meeting-house, the first for any denomination erected in the city, was put up. It was a small frame building, which has been already noticed. Louisville was one of but nine towns in the State in which Methodism had as yet been organized.

Learner Blackman, the able young preacher who was drowned but a few years afterwards, from a ferry-boat at Cincinnati, while returning home with his new-made bride, had been re-appointed Presiding Elder of the Cumberland district, an immense tract, including parts of the present States of Mississippi, Tennessee, Kentucky, and Indiana. He passed through Louisville some time this year, tarried with Brother Biscourt, and preached to an audience of one hundred "on a very cold night, with but very little liberty," as he quaintly records.

THE COUNTY COURT HOUSE.

was begun in Louisville this year, upon a site now occupied, in part, by the county jail. The building fronted on Sixth street. It was composed of a main building, fronted by a lofty portico of Ionic architecture, supported by four columns and surmounted by a cupola terminating in a spire. The central building was flanked by two wings, in which, and in the second story of the main structure, were the public offices, except that of the clerk, which was kept in a small brick building near the jail.

The frequenters of the old courthouse must have been genuine Yankees for whittling, whatever their nativity. To this much the great columns gave certain evidence long before the building was torn down. Notwithstanding their great size, one of them had been totally severed by the many hand-axes had received from the jack-knives of the court attendants, and there remained hardly enough wood in the other three, within reach of a man's hand, for a single day's whittling.

In its earlier days, there was not a finer edifice of its kind anywhere in the Western country. In 1836 it was torn down to be replaced by a better structure. The latter, however, was never finished. Had it been possible to complete it on the same scale on which the beginnings were laid, it would have been one of the most beautiful buildings the West has ever seen. In 1852 it was still a monument of the city's folly, almost a mouldering ruin—a combination of magnificent plan and miserable performance.

The former edifice was not completed until 1811. It was built after plan drawn by Mr. John Gwathmey, of the well-known hotel-keeping family of that era.

NEWSPAPERS SETTLING IN BUSINESS.

Two journals start hopefully in publication in Louisville this year—The Western Courier and The Louisville Correspondent. Further mention will be made of them in our coming chapter on the Press.

1811—ANNUS MIRABILIS.

To the people of the Western country, especially to those upon the great Western waters, this was *annus mirabilis*, a wonderful twelve month. It was the year of the earthquakes and the comet, of the Tippecanoe campaign, and of

THE FIRST STEAMBOAT.

This, the greatest commercial event in the history of the Mississippi Valley, commanded a *four-line notice* in the newspapers of Cincinnati, as the vessel passed down the river. We shall try here to do it fuller justice.

It is not generally known, although Mr. Collins and other historians have endeavored to make the fact somewhat prominent, that the pioneer history of Kentucky is intimately asso-

ciated with the history of steam navigation. No less than three men, who separately devised methods of moving vessels by steam, and that, too, in the last century, were inhabitants of this State, and are buried upon its soil—John Fitch, James Rumsey, and Edward West. The last named, the least known of all, was a watchmaker and gunsmith, and an immigrant from Virginia to Lexington in 1784 or 1785. In 1794 he propelled a model steam vessel by steam on the Foy's Fork of the Elkhorn, in the centre of Lexington, before hundreds of witnesses, and took a patent upon his invention July 6, 1802. In 1816 a steamer was built on his model, and went to New Orleans. Rumsey was also an early immigrant from Virginia to Kentucky; but we have no particulars of his life and death here. In the same year with Fitch (1783), but without any knowledge of him, he prepared a working model of a steam-vessel, and the next year exhibited it to General Washington, and made it public. In this he had the priority of Fitch, who did not propel his primitive steamer upon the Delaware until 1785, although he also had shown his model the year before to Washington. The question of precedence in invention was the subject of hot controversy between these worthies; but the honor certainly belongs to Fitch, if he first put the idea in Rumsey's brain, as seems probable from his statement to a friend that, on his way from Kentucky to Philadelphia, he passed through Winchester, Virginia, and while resting there, informed Mr. Rumsey of his "firm conviction that the agency of steam might be used in navigation, and that he was then on his way to Philadelphia and Europe, to get friends to assist in carrying into effect his plans in connection therewith." The implication plainly is that this opinion started Rumsey upon his career of steamboat invention.

As Mr. Fitch was a resident of the old Jefferson county, and is buried within its then vast limits, we shall give him larger notice in this History. The following summary of his life and singular career appeared in the newspapers of 1881. Its material seems to be derived, however, altogether from Collins's History of Kentucky:

An interesting historical fact connected with Bardonia, Kentucky, is that once the home of one of our famous men, John Fitch, the inventor of steamboats. This wonderful genius was born in Connecticut in 1742, and died here in 1798. He was clock-maker, silver and gunsmith, and was

[illegible][illegible]

In 1835, when Robert Fulton died in New York, he confirmed his claim as the inventor of the steam boat. His case was defeated by the production in court of one of John Fitch's pamphlets. A committee of the Legislature of New York after a thorough investigation, decided that the boats built by Livingston and Fulton were in substance the invention of John Fitch. Judge Rowan, of Kentucky, Fitch's executor, says: "I was convinced from his statements, explanations, and papers, that Fitch was the inventor of steamboats."

The last days of poor Fitch were sad enough. When his farm was reduced to three hundred acres he contracted with a tavern keeper to give him one of the farm to feed him while he lived and furnish him with a quart of whiskey per day. He afterward increased the land-grant on condition that he should have a daily supply of liquor. At the age of fifty-five, defeated in his plans, disappointed and demoralized by drink the poor fellow died, "unwept, unhonored, and unsung." He had no family. His ashes repose in the old graveyard at Brookston. No one marks the spot, but many years ago, when the precise locality was known, a survey was made and recorded in the county clerk's office by which the spot is located. A. V. Allen the past few years some correspondence has been had with reference to the removal of his dust and the erection of a suitable memorial.

The first steamer to vex the waters of the Ohio, however, was the *New Orleans*, built at Pittsburg in the summer and fall of this year, and started down the river in October. The Ohio and Mississippi rivers, as well as the route fully below, had been carefully prospected, with a view to this enterprise, and it is believed that

Robert Fulton himself, at this time or subsequently, also passed down. A tradition exists at Louisville, that while on his way to New Orleans, the reputed hero of the first steamboats purchased lots at the principal commercial points on the river, with a view to the erection of warehouses and the transaction of a large commission and storage business. In this place it is said he bought the northern corner of Third and Water streets; but, when his proposed monopoly of the navigation was broken, and his magnificent scheme ended in failure, he was unable to make his payments, and the property reverted to its former owners.

The New Orleans was built for Mr. Fulton, who had then the renowned Chancellor Livingston for a partner. Mr. Charles Joseph Lartrobe, of the celebrated family of engineers, in the first volume of his *Rambler in North America* (1796, '98), has left an exceedingly readable and intelligent account of its first voyage, which is well worth extracting in full:

Children, however, are the recipients of a more acquainted with the particulars of the very first voyage of a steamer in the West; and their extraordinary character will be my apology to you for filling a page of this sheet with the following brief relation :

The complete success attending the experiments in steam navigation made on the Hudson and the adjoining waters previous to the year 1807, turned the attention of the principal parties to the idea of transportation on the Western rivers; and in the month of April of that year, Mr. Roosevelt of New York, pursuant to an agreement with Commodore Livingston and Mr. Fulton, visited those rivers, with the purpose of forming an opinion whether they admitted of steam navigation or not. At this time two boats, the North River and the Clermont, were running on the Hudson. Mr. Roosevelt surveyed the river from Pittsburgh to New Orleans, and, as his report was favorable, it was decided to build a boat at the former town. This was done under his direction, and in the course of 1811 the first boat was launched on the waters of the Ohio. It was called the "New Orleans," and intended to ply between Natchez, in the State of Mississippi, and the city whose name it bore. In October it left Pittsburgh, for its experimental voyage. On this occasion no freight or passengers were taken, the object being merely to bring the boat to her station. Mr. Roosevelt, his young wife and family, a Mr. Baker, the engineer, Andrew Jack, the pilot, and six hands, with a few domestics, formed the whole burden. There were no woodyards at that time, and constant delays were unavoidable. When, as related, Mr. Roosevelt had gone down the river to reconnoitre, he had discovered two beds of coal, about one hundred and twenty rods apart, and, instead of loading the vessel with wood to work them, intending to load the vessel with the coal and to employ it as fuel, instead of constantly detaining the boat while wood was procured from the banks,

Large at 1.5 g, 100% water uptake, no spotting, Pin 1 enough.

likely began to take them down again, but whether they laugh or cry I have not found.

The Western Courier, of Louisville, after copying this communication, publishes some cutting things concerning its authorship. The article probably was written, according to the Courier, by some actor whose attempts on the stage had not received the praise merited, from his view of the matter, and who took this occasion to return, in part, the injuries done to himself to have received. The author of the article certainly has drawn on his imagination for his facts, for it will be remembered that the building of the theater was before the commencement of the earthquakes. It is equally true that the theater was completed a number of years before any church edifice belonging to any denomination was even a matter of contemplation.

Mr. Collins says, in the History of Kentucky:

For several months the citizens of Louisville were in continual alarm. The earth seemed to have no rest except the uneasy rest of one disturbed by her feelings. The whole generally had a deep, oppressive, and nervous feeling, and its casualties the negroes were informed of the signs of danger. In the shock was violent, and the houses were considerably deranged. Unsettledness reigned in the minds of the people of a distinguished citizen of Louisville has related to us many incidents of those exciting times, the earthquake had a terrible influence upon the people. Usually, we believe, times of great danger and excitement have had a contrary effect.

THE EARTHQUAKE ORDINANCE.

An interesting reminiscence of the earthquake has been preserved in the following ordinance, passed by the Trustees of the village:

Dec. 18, 1811. *Resolved*, It being represented to the Board, by a number of citizens, that the churches lately damaged by the earthquake, or shaken at the points in which Dennis Litchburg Express now lives, and which is propped up with plank, is dangerous.

Resolved, That the same be taken down by said Litchburg within 24 hours, under the penalty of \$15.

THE FIRST CATHOLIC CHURCH

in Louisville was put up this year—a small one, about what would now be regarded as a mere chapel, in the Gothic style of architecture. The Rev. Father Badin, the Catholic priest then here, had charge of its erection. Mr. Tarascon, one of the traders at Shippingport, gave the lot for it, at the corner of Eleventh and Main streets. It was used also for a cemetery, and when it was vacated the ground was not entirely cleared of human remains, so that when it came to be improved many years afterwards, numbers

of bones and some skulls were obtained in the course of the excavations.

TIPPECANOE.

Louisville had no special concern in the campaign of General Harrison against the Indians this year, which resulted in the battle of Tippecanoe, save this, that the commander of the Fourth Regiment of infantry in that action was a native of Jefferson county, Colonel George Rogers Clark Floyd, son of Colonel John Floyd, the famous pioneer surveyor and soldier. Others from this region were also in the action, but their individual deeds remain unstoried and unsung.

MR. JOHN MEEH,.

an English traveler of some distinction, took Louisville in his tour this year, and in his subsequent book, *Travels through the United States of America*, included the following notice:

Louisville is situated opposite the Falls of the Ohio, on an elevation of 20 feet above the river, and extended along it from Beargrass Creek, nearly half a mile. Its breadth is about half that distance. It is regularly laid out, with streets crossing one another at right angles; but the principal buildings are confined to one street. It consists of about 200 houses, many of them handsome brick buildings, and contains 1,377 inhabitants, of whom 484 are slaves. Being a place of great resort on the river, it has an ample number of taverns and stores. Except the manufacture of ropes, rope-yarn, and cotton-bagging, which are carried on with spirit, there are no other manufactures of importance at Louisville, and the tradesmen are such as are calculated for the country. The price of labor here is nearly the same as at Cincinnati. Some articles of provision are dearer, this being a more convenient port for shipping than any above it. When I was there, flour sold for 5 dollars 50 cents per barrel; meal 50 cents per cwt. Boarding was from 1 dollar twenty cents to 2 dollars per week.

Louisville being the principal port of the western part of the State of Kentucky, is a market for the purchase of all kinds of produce, and the quantity that is annually shipped down the river is immense. A few of the articles, with the prices at the time that I was there, may be noticed. Flour and meal have been quoted. Wheat was 62½ cents per bushel; corn 50; rye 42; oats 25; hemp 4 dollars 50 cents per cwt.; tobacco 2 dollars. Horses 25 to 100 dollars; cows, 10 to 15 dollars; sheep, 1 dollar 25 cents to 5 dollars; negroes, about 400 dollars; cotton bagging, 31¼ cents per yard.

As to the state of society, I cannot say much. The place is composed of people from all quarters, who are principally engaged in commerce, and a great number of traders on the Ohio are constantly at this place, whose example will be nothing in favor of the young; and slavery is against society everywhere. There are several schools, but none of them are under public patronage, and education seems to be but indifferently attended to. Upon the whole, I must say that the state of public morals admits of considerable improvement here, but, indeed, I saw Louisville at a season when a number of the most respectable people were out of

the place. Those with whom Harkness was acquainted, and I hope there are a sufficient number of them to judge of the progress of mining, and of the general condition of the place, are of the opinion that marked winter weather will probably be most happy.

The country round Leansville is rich, but it is not well drained, nor cultivated, and is consequently almost barren and unproductive. The area is not nearly so fertile as the neighborhood of the town, at least, than I observed in several counties, and the people were drinking the mud resembling a dove well and better. The water ran into it, and the people were drinking the mud. It would be better, hence that the water filtrates to the surface below ground, and perhaps the plan might be considered, adopted. I was persuaded that nothing but draining is wanted to render Leansville quite healthy, and one of the most agreeable locations on the Ohio River.

1812.—MORE EARTHQUAKES.

The shocks of earthquake continued during a large part of this year, not wholly ceasing until the lapse of several months. During the week ending January 5, 134 were noticed by Mr. Brooks, 161 during the next; then, in successive weeks, 65, 91, 209, 175, 86, 292, 130, 58, and 221. During thirteen weeks 1,874 shocks and tremors were recorded—most of them, however, 1,667, being of the sixth rate—eight of the first, 10 of the second, 35 of the third, 65 of the fourth, and 89 of the fifth. The hardest, of either 1811 or 1812, was noted on the 7th of February. The following record was made of it and of the day by Mr. Brooks:

7th. 3h. 15m. A. M. The most tremendous earthquake yet experienced at this place, preceded by frequent slight motions for several minutes, duration of great violence at least four minutes, then gradually moderated by exertion, of lessening strength, but continued a constant motion more than two hours, then followed a succession of distinct tremors or jarrings at short intervals, until 10h. A. M., when, for a few seconds, a shock of some degree of severity, after which frequent jarrings and slight tremors, during the day, once at least in each ten minutes, recurring clearly, or apparently a dry vapor lay high and unbroken; dead calm; began to rain at 2 o'clock P. M., small; 4 P. M. storm in large feather flakes continues till dark—temperature, morning 31, noon 32, evening 42. 8h. 10m. P. M.—Shock of second rate violence, and during some minutes two others at equal periods, connected by continual tremor of considerable severity. The last shock was violent in the first degree, but of too short duration to do much injury; subsided suddenly, and is followed by constant trembling for five minutes, then at intervals till one is tired of counting. The character of these last shocks differs from others, the first shoving in slower time and uniformly, the second more rapid, but not so quick as the first, and the third more violent, and the first and third, of angry violence and broken, irregular motion. 10h. 10m. A. M.—After frequent considerable motions, the shock comes violent in the second degree, strengthens to ter-

rendous, holds it that about seven seconds, then it subsides away, some about five minutes. frequent tremor follows, and a shock of third rate violence, five minutes after 12 at night; cloudy, some snow on the ground melting fast, calm.

January 23d, the same faithful chronicler, after recording several shocks, one of them "awfully violent and prolonged," and a rain of "transparent ice in drops of the size of pigeon shot," for two hours, sadly remarks:

"This is a disagreeable time for navigation on the Ohio, as it happens to be closed out upon the river. Seven boats have been seen passing the Falls to day, some with and some without crews on board. The Ohio has a break up in the river the day before. No human power can afford relief to the sufferers, nor can they help themselves, but drift on until chance may decide their fate. Fortunately, the water is in pretty good state. Much howling and lamentation were heard from a boat entering the Falls this night, voices of men, women, and children."

Some singular effects of the earthquake were observed a few days afterwards:

Day one might say fair, but the sun sheds a whitish dusky light; gloomy; evening overcast; high, dry, vapor, half-transparent; smooth, vertical stars only are seen, they display a brilliant radiance, wind not sufficient for these forty eight hours past to have blown out a candle, had it been exposed on the top of a house, smoke rises in erect columns to an uncommon height; the animal system disposed to relaxation, much complaint on that account.

Again, March 5th:

Morning very dark and gloomy, dense vapor, sound (as often of late) seems, as it were, to have lost its rotundity, and matter its sonorous properties. The peal of the bell, the beat of the drum, the crowing of the cock, the human call, although near at hand, seem to be at a distance, and the different reports seem to steal, in a manner silently, separately, and distinctly upon the ear, not breaking upon or being lost or confused in each other.

Many other unwonted phenomena are noted from time to time during this reign of terror; but these are perhaps the most remarkable. February 17, Mr. Brooks writes:

These tremors or jarrings are so frequent that it is tiresome to count them as they pass, but it is believed that the number exceeded one to each ten minutes, from last evening to sundown to-day (or last twenty-four hours).

IMPROVEMENT OF THE TOWN.

This went on vigorously in 1812, the people of the place seemingly having lost their fear of the world coming to an end through earthquake. Jared Brooks made a fresh survey of the plat, which, in view of the loss or destruction of the records of all previous surveys, has ever since been the official standard of survey. It is somewhat described in a previous chapter of this book, but we wish to add here, at the risk of some repetition, the precise words of the first and

street, sold at \$1,000 to \$5,000 each, and property in other parts of the town experienced a material advance.

THE NEW BANK.

A private institution known as the Louisville Bank, but incorporated, had been in existence for some time, and had more a capital of about \$75,000. It was determined by the authorities of the Bank of Kentucky to establish a bank at this point, which was done. The owners of the older bank were enlisted in the project, and turned their institution and capital into the new affair. The additions made to the capital stock mounted the entire capital of the Bank to \$100,000. The office of the Bank was on Main street, north side, near the corner of Fifth. Thomas Prather, of the well-known Louisville family, was made President, and John Bustard Cashier.

THOMAS PRATHER.

This eminent citizen emerges now for the first time prominently into recorded local history. He appears to have exerted a very marked influence in his time, which has not altogether died to this day. We find him chronicled as among the most distinguished of Louisville's early citizens. A person of fine mental ability, honest and energetic, he became a leading spirit in whatever position he was placed. A simple remark of his serves as an index to the character of the man. The directors of the Bank, the Presidency of which Mr. Prather held had determined to stop payment. With these memorable words the place was resigned: "I can preside over no institution which fails to meet its engagements promptly and to the letter." Mr. Prather was connected in business many years with Mr. John I. Jacob, whose death in the year 1852 was so much a subject of great sorrow. The house of Prather & Jacob was one of the best-known firms of the early days of this city.

THE FIRST IRON FOUNDRY

was also established this year, by Mr. John Skidmore. It was on a very modest scale, its chief labors being expended upon odd oven-lids, dog-and-smoothing-irons, and gudgeons for water-and-horse-mills. From this small beginning arose that branch of industry now so extensive and having such vital relations to the entire city.

Mr. Joshua Headington followed Mr. Skidmore in the same business until 1817. At that time Messrs. Prentiss & Balowell, who were successors of Mr. Headington, introduced the building of steam engines. The machinery was procured in Philadelphia and Pittsburg, but the best results were not obtained until some engines for small boats, built in 1825, brought them more credit. The following year Mr. Prentiss continued the business alone, his partner having gone out of the firm, but Loh, of the interest was soon afterward purchased by Jacob Ketcher, who was to become superintendent of the foundry. In 1831, when this foundry ceased operations, a new one began its existence, the firm being Messrs. D. L. Beatty, John Curry, and Jacob Beckwith. Here the casting and steam engine business was carried on successfully. The first air furnace of any value was erected by them. They also built the first regular boring-mill, and substituted the blowing cylinder instead of the common wood and leather bellows. This has since become a very prominent and successful industry in Louisville. In 1852, when Casseday wrote, there were six foundries for the building of steam-engines and all kinds of machinery, besides as many large stove foundries. In 1873 similar industries in the city employed 1,550 hands, and a capital of \$2,651,000, with a product of \$5,000,000, and \$927,000 annual payment of wages.

NOTICES OF LOUISVILLE.

Captain Cutler, who published this year a Topographical Description of Ohio, Indiana Territory, and Louisiana, after some reference to Jeffersonville and Clarksville, gave the Kentucky shore this notice:

On the opposite bank, about midway between these two villages and opposite the Rapids, is Louisville, which is much larger, and bids fair to become a flourishing town. It is situated on an elevated plain and contains about one hundred and fifty-two houses, a printing and a post office, a newspaper, an entry and a considerable number of mercantile stores and several warehouses for storing goods. Shipping port from the same side, at the foot of the Falls. Here boats generally make a landing, for passing the Rapids. Ship-building was begun and carried on with considerable success here, until it ceased a check by the late embargo law. Having an excellent harbor, the situation appears eligible for promoting the business to advantage.

In Thompson's London edition of the Geographical and Historical Dictionary of America and the West Indies, translated from the Spanish

of Colonel Meade and published this year, Louisville is noticed as "a port of entry and post town of Kentucky, and chief of Jefferson county, pleasantly situated on the east side of Ohio, on an elevated plain at the Rapids, nearly opposite Fort Henry [Hart's]. It commands a delightful prospect of the river and the adjacent country, and promises to be a place of great trade; but its unhealthiness, owing to stagnated waters back of the town, has considerably retarded its growth. It consists of three principal streets, and contains about one hundred houses, a court house, and a school." This description, however, is taken almost verbatim from Morse's American Gazetteer of 1798, and adds nothing to the information given fourteen years before the publication of Thompson's Meade. It is a fact of some interest that the map of the United States prefixed to this Gazetteer of Morse's exhibits Lexington, but not either Louisville or Cincinnati.

JOHN D. COLMESNIL.

This year came Mr. John D. Colmesnil, formerly the largest and wealthiest merchant in the city. He was the son of a rich planter, born in Hayti, July 31, 1787. He was related to the Tarascos, of Louisville, and in 1811 paid a visit to them here, returning the next year and going into business with John A. Tarascon. He was then a partner in the firm of Stewart, Tyler, & Co., in the dry goods business, and also engaged in the river-trade, particularly to New Orleans. To this point he made the shortest trip then known with a barge—sixty-three days. He finally went exclusively into steamboating, and owned a number of profitable vessels. In 1838, under the operations of the bankrupt law, he lost very heavily by the failures of others, in one case \$150,000, and was at last compelled himself to succumb to the pressure of the times, but paid every dollar of his indebtedness. In later years he was agent of the Treasury Department, under the Secretaryship of his friend, the Hon. James Guthrie. He had bought the fine estate known as the Paroquet Springs in 1833, for his own residence, but in the spring of 1871 came back to Louisville and died here July 30, of that year, within one day of the comple-

tion of the eighty-fourth year of his age. His five children are all residents of the city.

1813—MAJOR WILLIAM PRESTON.

removed from Wythe county, Virginia, this year, to his place on the Briar Patch Grant, in Louisville, the place long known as Preston's Lodge, where his grandson, Preston Rogers, lived in later years. The Major's father, also William Preston, was a soldier in the Revolution, and received from the Government a grant of a thousand acres at the Falls of the Ohio, beginning a little above the mouth of the Boogies, and running for quantity thence east and south, immediately adjoining the Connolly forfeited tract. It was patented to the elder Preston July 17, 1780. This came to be called the Briar Patch Grant, and upon it the additions to the old plat of the town were laid off above First street. He left it to his sons William and Francis, who made the "Preston Enlargement." Major Preston was also in the army for many years and served in the West under Wayne. He was father of Josephine, wife of Colonel Jason Rogers, a graduate of West Point and soldier in the Mexican War, who died here in 1848. She died November 6, 1842. Preston Rogers was their son. Another grandson is General William Preston, long a noted resident of Louisville.

1814.

Two Kentucky Regiments of Volunteers in the last war with Great Britain rendezvoused in or near Louisville this year, before departing for the Mississippi country. They were the same commands which fought so effectively the next year under Jackson, at the battle of New Orleans.

THE STEAMER ENTERPRISE

was the fourth vessel built on Western waters, to be propelled by steam-power. She was constructed at Bridgeport, opposite Brownsville, on the Monongahela, by Daniel French, father of a subsequently prominent merchant in Jeffersonville. She was a small vessel, of only forty-five tons' burthen, and had been taken out by the elder French. After two trips to Louisville in the summer of 1814, under the command of

Captain H. M. Shreve, she was loaded at Pittsburgh with ordinary stores for the troops at New Orleans, and started down under command of the same Captain. This voyage was celebrated in the river annals of the day, as having made the return trip from New Orleans to Shippingport, in twenty-five days (May 18th to July 13th), and as being the first steamer to arrive at this place from New Orleans. Six weeks later about a year afterwards in Rock harbor, at Shippingport, being sunk, it is supposed by judges barged and keelboatmen, who feared their occupation would presently be gone.

This voyage of the *Enterprise* to New Orleans, and a succeeding one by the *Washington*, were notable in a more important particular. To Captain Shreve, then and afterwards a prominent citizen of this place, the commercial interests of the West, very likely of the whole country, were indebted for relief from the monopoly in steam-boat-building, which threatened to be a terrible incubus in the early day of steam navigation. Dr. McMurtrie thus told the story:

Having been long known that the company of Robert Fulton & Livingston, who had obtained the exclusive privilege navigating by steam on the waters of the United States, was engaged in a project of erecting a line determined to bring the post of Shippingport into the postal December trip, by a steamer, on the 1st of December, 1819, being based on the *Enterprise* for New Orleans, where it arrived the 1st of the same month. Some time on being informed of this, and a private hotel in case of summer, which took place the evening day. The vessel entered, and a suit commenced against the vessel and owners by the company, then informed that when a verdict was found for the defendants. The case was removed by a writ of error to the supreme court of the United States, at which time the *Enterprise* left New Orleans and arrived at Shippingport.

Before the question was decided by this tribunal, Captain Shreve returned to New Orleans with the *Washington*, a beautiful boat of four hundred tons, which, as expected, was also seized by the company, to whom she was abandoned without any difficulty. Upon application, however, to the court, an order was obtained to hold it (the company) to bail, to answer the charge that it had been seized by the action of the vessel. To this it demurred, and, beginning to feel the weakness of its case and the danger of losing the colossal patent, it repeatedly offered, both through the medium of its attorneys and by its members personally, to admit Captain Shreve to an equal share with itself in all the privileges of the patent right, provided he would instruct his counsel so to arrange the business that he could not be forced against him. For a time this offer (which, it is said, was proffered) was rejected with scorn and contempt, and the trial of its patent was carried on. The company, however, grew impatient, and finally, in the month of December, 1819, the *Enterprise* was sent to the Western world. The company, however, was not content with this, and in the month of February, 1820, it was ordered to the market has-

tion, and, accordingly, it was proposed to be the first of the company to be added to the market, and to be sold at a profit of one hundred per cent. The company, however, was not content with this, and in the month of February, 1820, it was ordered to the market has-

THE RIVER COMMERCE.

however, was still almost exclusively confined to barge, keel, and flat-boats. The following statistics of arrivals at the port of Louisville during three months ending July 18, 1814, have been preserved: Barges 12, total burthen, 524 tons. Keel-boats, 7, total burthen 132 tons. The aggregate of cargoes delivered by these is particularized as follows: 813 bales cotton, 26 barrels and kegs fish, 28 cases wine, 1 barrel wine, 1 bag and 1 barrel of spices, 6 casks of cochineal, 1 demijohn and 1 barrel lime juice, 1 bale bean skins, 28 boxes steel, 138 bags of sugar, 1,207 barrels sugar, 12 boxes sugar, 1 barrel fish oil, 2 bags pepper, 28 bales wool, 21 bales hides, 453 bales dry hides, 1 barrel rice, 5 barrels molasses, 128 barrels coffee, 339 bags coffee, 5 cases preserves, 29 barrels indigo, 2 casks indigo, six tons logwood, 18,000 pounds pig copper, 1 box crockery. The probable value of these articles was estimated at \$266,015.

THE FIRST PAPER MILL.

An additional impetus was given this year to the industries of Louisville by the establishment of the first paper-mill, by Messrs. Jacob & Hikes. The *Western Courier* began at once to issue its numbers upon sheets manufactured at the home mill.

THE BAD SANITARY CONDITIONS

of the town, as serious obstacles to its growth, began now to attract special attention, and to call for energetic measures of relief. Mr. Caseday says:

A very great barrier to the progress of the town at this period consisted in its great unhealthiness. Owing to the vast reservoirs of standing water which still remained in and about the town, there was a great deal of bilious and remittent fever, "often sufficiently aggravated to entitle it to the name of yellow fever." It will be recollected that reference has been made to the malarial character of the town at this period, and it will be seen that the malarial character of the town was even to bring produce to the markets of the town. Accumulation was considered and indeed was absolutely neces-

sary. There is said to be a large number of the coming year by the merchants and others circulating advertisements in the papers of the city here. But even the warmest friends of Louisville pretend to deny that it was extensively done, and that there was any real effect the same. Louisville and its place in the West is not more so than its position and that of Cincinnati, we believe, and a number of the country people that becoming professed converts to the new religion, as may lead the friends of the city to believe, to be away with the periodical reports of the progress of the Western counties. As a result of the year, Louisville has now everywhere attained the title of the most healthy city in America.

A VALUABLE FRESH FISH FAN.

David Ferguson and family, originally from Ireland, came to the village this year from Pittsburgh. Among the grown children was Hugh, now a man of twenty-nine years. He became a baker at the corner of Fifth and Market streets, then went into the dry-goods and grocery business, which he maintained for more than forty years, and closed his life in the latter trade, at the age of eighty-two, dying here August 6, 1867. His father also died in Louisville October 6, 1827, and his mother the same year, November 3. Their descendants are well known in the city, one or two of the sons having been municipal life. A comical anecdote, in which Mr. Ferguson and his grocery figure prominently, is related hereafter, in our annals for 1849.

THE TOWN OF FORT LAND

was laid out this year by Alexander Ralston, for the proprietor, General William Lytle, of Cincinnati. Its further progress will be made the subject of a special chapter hereafter.

ACCIDENT TO GENERAL CLARK.

During this year occurred the lamentable accident to the now old and infirm hero, General George Rogers Clark, at his cabin-home in Clarks-ville, whereby he was deprived of the use of one of his legs. Indeed, it was injured so badly that it had to be amputated, which operation was performed by Dr. Richard Ferguson, who is mentioned in the last chapter. He spent the rest of his years with his sister, Mrs. Croghan, on the well-known place at Locust Grove, above the city.

1815—GROWING.

The town had now a very respectable growth,

as will appear from the following summary of its business, including in the statistics a small portion of the public buildings: Twenty-four mercantile stores, one bookstore, one iron and commission store, one clothing store, one leather store, one druggist's store, one plan maker, one carding and spinning factory, one tin shop, four bazars, four rope walks, four high schools, one theater, five medicine shops, eight boot makers, four cabinet-makers, two coach makers, one goldsmith, one silversmith, two printer offices, one soap factory, one air foundry, four bakers, two tobacco factories, six brick-yards, one tan-yard, three house painters, four chair-makers, five tailors, five hatters, three saddlers, two coppersmiths, one steam saw-mill, one nail factory, six blacksmiths, one brewer, one bagging factory, one stoneware factory, one Methodist church, two taverns ("inferior in none in the Western country"), and several others of less note.

TOBACCO INSPECTION.

Colonel Campbell's tobacco warehouse, which had stood on the bank opposite Corn Island for at least fifteen years, was ordered by the Legislature this year to be vacated as a legalized place for the inspection of tobacco, and a new warehouse to be erected at the mouth of the Bear-grass. It was put up on Pearl street, about one hundred feet from Main. The amount of annual receipts here then is estimated in widely different figures. Mr. Casseday says 500 hogsheds; a later writer 100. As the total receipt in 1837—twenty-two years afterwards—was but 2,133 hogsheds, it is probable the latter figures are more nearly correct. The business has since become an immense one here.

GREAT FLOOD.

A great flood devastated the Valley of the Ohio in the spring, the river being higher at Louisville on the 6th of April than at any time before or since 1793.

STEAMER NAVIGATION.

It was this year that Captain Shreve made his notable trip with the steamer Washington, from New Orleans to Shippingport in twenty-five days, which is referred to in the annals of the preceding year. Upon his return he was warmly congratulated by the newspapers of the day upon "the celerity and safety with which his boat ascends

and descends the currents of these mighty waters." He did not long remain so fortunate, however. The very next year, June 2d, as he was taking his fine boat down the river from Pittsburg to Louisville, she burst out a fire and heaved near Wheeling, killing seven persons and wounding Captain Shreve and several others. It was the first steamboat disaster of account on the Ohio. Mr. Casseday very justly says: "This accident excited a degree of sympathy and occasioned an amount of alarm which a much more severe steamboat disaster would now fail to produce."

Nevertheless, the year after that, on the 27th of April, Captain Shreve was the recipient of a complimentary dinner from his fellow-citizens, given at Louisville, particularly in recognition of the speedy voyage he had just made with the Washington from Shippingport to New Orleans and back, in forty-five days. It is said that "this was the trip that convinced the despairing public that steamboat navigation would succeed on the Western waters." The committee of invitation was made up of J. Headington, Levi Tyler, and James A. Pearce. Mr. W. B. Beale was president, and Major C. P. Luckett vice-president. Captain De Hart received an invitation to be present at the dinner, accompanied by the assurance of the committee's highest respect and a statement that the same would have been expressed previous to that date, but for apprehensions lest such a proceeding should be construed into an approval of the course pursued by the concern to which he was attached. The Fulton & Livingston company is the one here referred to. It was believed that they were attempting to monopolize the navigation of the Western rivers. At this banquet toasts were drunk to the nineteen United States, the Ohio and Mississippi rivers, Louisiana, New York, several of the Presidents, Fulton, Shreve, De Hart, and others. The following toast shows plainly the apprehensions felt by the Louisville people about the undue advancement of some of her neighbors:

Our Sister towns of Lexington and Frankfort. Let us have equal privileges in a fair competition, that local advantages and loaded caterpillars may not pre-empt us.

At this gathering Mr. Shreve ventured the prediction that a trip from Louisville to New Orleans would be accomplished in ten or twelve

days, which prediction, wild as it seemed to people at that time, many of his hearers as well as himself lived to see more than fulfilled.

Captain Shreve's famous steamer, the Washington, built at Wheeling, was the ninth constructed in the West, the first of her size (four hundred tons) after the New Orleans, and the first to place her engine upon the upper deck—a device of Shreve's, which soon came into general use on the Western steamers. She was still running with success in the Louisville and New Orleans trade in 1852.

THE RIVALS OF NEW ORLEANS.

caused great rejoicing in Louisville, when the news was received, on the 2d day of February. A day of thanksgiving and prayer was appointed and duly observed March 24th. The honorable part which the brave and ready Kentuckians had borne in the sharp conflict was not the least in the elements of rejoicing, although all were glad with the intelligence of peace, which had been received about the same time.

1810 - MORE STEAMER ENTERPRISES.

Continuing the subject of the new departure in river commerce, which had been taken by the introduction of steam navigation, we note the fact that, on the 15th of October, 1815, a company was formed in Louisville to undertake the building of a steamboat to ply between this city and New Orleans. In consummation of their enterprise, the following announcement from a local newspaper of the next year has interest:

On Monday, the 1st of July, was safely launched from her stocks at the mouth of Bourgeois, into her destined element, the elegant new steamboat Gov. Shelby, owned by Mr. C. C. Gray, Gwathmey, Griesinger, and Riddle, of this town. The Gov. Shelby maintained a regular trade between this place and New Orleans, not only hundred and twenty-two ton burden, but is thought by judges to be one of the handsomest vessels which has good credit to her constructors, Messrs. Dorrance and McClary.

This was the fifteenth steamer built on the Western waters, and had a Bolton & Watt engine. Thirty-six years afterwards she was still doing excellent service in the Louisville trade. Two boats (the Ohio and the Volcano) were built at New Albany the next year, two, (the Napoleon and the St. Louis) at Shippingport, and one (the Exchange) at Louisville, where also the Ruleman was built in 1819, the same year

the United States was built at Jeffersonville. Thus, within eight years after the building of the New Orleans (1811-19), of bit steamboats about one-fifth of all constructed on the Ohio were built at or about Louisville. It was a hopeful beginning of what was to be an immense business.

About the last of April, a boat passed the Falls which was the only one, probably, associated with the name and days of that ingenious man, one of the three Kentucky inventors of steam navigation—Mr. Elwood West, of Lexington.

We read in the notices of those times that four and one-half years after the first steamboat was seen on the Ohio, one made by Elwood West on Mr. West's model, left the mouth of Hickman Creek, on the Kentucky River, in Jessamine county, for New Orleans. The Kentucky Gazette, in an editorial notice, describes this boat as built upon a plan distinct from any other steamboat then in use, and says that when on trial against the Kentucky River at a high stage, it more than answered the expectations of the owners—a Lexington company—and there was no doubt in the mind of anyone concerning her being able to stem the current of the Mississippi with rapidity and ease. She did not return.

In September of this year Captain Shreve's noble steamer Washington crossed the Falls on her first trip to New Orleans, from which she did not return until the following winter. She attracted much attention during her stay here, and was visited by hundreds of admiring citizens.

THE CANAL.

Another incident of the year, closely related to the navigation of the river, was the visit of Mr. L. Baldwin, a civil engineer in the employ of the Government, who came to Louisville to bore the ground and make observations looking to the construction of the canal. His report will be found in our chapter on that great work.

OTHER EVIDENCES OF IMPROVEMENT

in Louisville were not wanting this year. The Louisville Library Association was incorporated, the first in a long line of similar undertakings for the public benefit.¹ And Mr. Bradbury, author of a book of Travel in the Interior of America, who was here some time after, says that, "in February, 1816, land in the town of Louisville

was sold at the rate of \$1,500 per acre," which was certainly, if true, a handsome appreciation of town property.

In the early fall of this year, there was a foreshadowing of the United States Branch bank to be established here, since a quorum had been handed down of a meeting September 24th, "for the purpose of nominating to the president and directors of the Bank of the United States, fit persons to fill the offices of president and directors of the branch thereof to be established in said town."

About this time, also, the First Presbyterian church in this place was founded. There were only sixteen persons in the membership; but, as the habit then was for all liberal-minded persons in the community, of whatever religious persuasion or of none, to contribute for the building of churches, they were able to put up a meeting-house the next year.

A DISTILLERY, TOO.

on an immense scale, was started here in 1816, by a New England company, regularly incorporated by the Kentucky Legislature. Their capital was \$100,000, with the privilege of doubling it, and their great establishment, as it was then thought to be, was called the Hope Distillery. A tract of one hundred acres was bought at the foot of Main street, where Portland avenue begins, and huge buildings for the distillery were put up on it. It was expected that this would turn out a greater product than any other of the kind in the country; but, however hopeful the enterprise may have been at the outset, as its name seems to indicate, it soon became a hopeless failure. The great expectations, as well as the great buildings, were abandoned; the property long remained almost useless; and finally the flames of conflagration swept away the last vestige of Hope.

CURRENCY TROUBLES.

While population and business were increasing and the town was otherwise steadily growing, great difficulty was experienced in the effort to get a satisfactory medium of exchange. Louisville had its full share in the financial troubles which followed the War of 1812-15. This was the period when the old banking system held sway. Paper money of all kinds and denominations flooded the country. Worthless bank notes,

private bills, and other "shimplasters" seemed to have crowded out for the time the specie currency that had been in common use. Disaster followed upon disaster, and a want of confidence limited all kinds of transactions in which money had a part. Much real distress was the result, but the spirit of merriment that accompanied it, no doubt, did something toward reconciling people to the enduring of what they had no power to cure. At one time a Spanish dollar in specie is advertised as a curiosity, and at another a great-hearted merchant offers to show gratis, four silver Spanish coins, to all who will call and purchase at his store.

The local discussions came to a focus August 26, when, in pursuance of a call, the merchants and mechanics of Louisville had a meeting at the Union hotel, in order, as the call read, "to take into consideration the measures necessary to be adopted to check the circulation of private bills, etc." The meeting was animated and energetic enough, we may be sure, but the sovereign panacea for the ills of the business community was evidently not found, since private and other shimplasters continued to circulate briskly as ever, then and for many years afterwards.

ECCLÉSIASTICAL.

September 3d of this year the Ohio Methodist Conference, which included a large part of Kentucky, met in Louisville. It was the first town in the State which had thus far been honored with an appointment for an annual conference of this church. The session was an important one, fourteen preachers being admitted on trial, of whom William Holman, Samuel Bader, Samuel Demint, and John Linville, were appointed to circuits in Kentucky. The first-named, who had been a captain of volunteers during the Indian troubles in Indiana when but eighteen years old, came to Louisville in 1833, as pastor of the old Fourth-street Church, afterwards organized the "Upper Station," so called, and built up the Brook-street (later Broadway) Church. He became Presiding Elder, and, as such or as pastor, resided continuously, except during two years, in this city,—from 1833 to his lamented death August 1, 1867. The later years of his career were devoted largely to the Bethel work, which he had founded here, and for which he had secured the erection of the Bethel build-

ing. It is said that he had solemnized more marriages, baptized more children, visited more sick, and attended more funerals, than any minister that had ever lived in Kentucky.

SOME NOTABLE MEN AND WOMEN.

During this year a poor and friendless young Virginian, named Joshua B. Bowles, made his way across the river from Charlestown, Indiana, where he had been clerking for Judge Shelby, a merchant and innkeeper of that place, and found temporary though unpaid employment at Major Taylor's tavern. He soon became salesman in McCrum's store, and in a year or so bought out the entire stock and good-will of the business, though almost, if not quite, altogether upon credit. Young Bowles paid McCrum \$7,000 within less than a year, and by 1829 had increased his business to that of a wholesale dry-goods house. In 1832 he was influential in securing the charter of the Bank of Louisville, of which he was a Director until 1840, and then its President for twenty-nine years. He was President of the Louisville Chamber of Commerce about 1837, and in a masterly memorial to Congress appealed most vigorously for the defeat of the bankrupt act, then before that body. He was also President of the Franklin Fire Insurance Company, one of the Board of Managers of the Medical Institute, and had many other important trusts committed to him. He died here Independence Day, 1873, in his seventy-ninth year.

John Owen, son of Colonel Brackett Owen, a pioneer to the vicinity of Shelbyville in 1783, removed to Louisville this year, to engage in a salt adventure with the Federal Government, which proved a failure. He brought with him, however, a son, then but fifteen years of age, who subsequently became much distinguished as Dr. James Harvey Owen, one of the most eminent physicians and early regular druggists of the city. He was educated professionally by Drs. Galt, Johnston, and Ferguson, of Louisville, and, after some years' absence, practicing and engaging in commercial ventures upon the lower Mississippi, with varying fortune, he came back to the city in 1832, opened an office at Preston and Market streets, then pretty nearly the extreme southeast corner of the city, and soon built up a very large practice, especially among the Germans.

He also did a great business as a druggist, from which he did not retire until 1855. He soon after removed to his "Glendower" residence at Hunter's Bottom, and died December 1, 1857. His remains rest in the Cave Hill cemetery. He was one of the incorporators of the Louisville Franklin Lyceum, whose library was among the first to be established in the city.

1817--A HOSPITAL.

February 5th, this year, the Marine Hospital was established by the incorporation and organization of the Louisville Hospital Company, being composed of twelve prominent citizens - Messrs. Robert Breckenridge, Levi Tyler, Thomas Bullitt, Thomas Prather, David Felter, Richard Ferguson, John Craghan, Peter B. Ormsby, James H. Overstreet, William S. Varnum, Paul Skidmore, Dennis Fitzburgh. They were authorized to raise a sum not to exceed \$50,000 for the purposes of the hospital. Mr. Thomas Prather gave five acres of land for a site, to which Mr. Cuthbert Bullitt added two acres. A fund for its support was provided by the levy of two per cent. upon auction sales in the city, and the State of Kentucky likewise made appropriations to it to the amount of \$17,500. The General Government gave it the revenue from the custom-house at New Orleans. The original building, for one hundred and fifty inmates, is still used, but has been greatly changed in appearance by remodeling and improvements. Much of the clinical instruction of the medical schools has been conducted within its walls.

THE SMALL-POX.

There was much need of a local hospital for landsmen this year, during which the small-pox raged most destructively in Louisville. Its effects, according to Dr. McMurtrie, were somewhat lasting. He says that, "owing to the slothful negligence of the civil authorities it was impossible to prevent its inoculating the place for several years." Much suffering, especially among the poor, was caused by its ravages.

THE NEW CHURCH.

Some improvement went on, however. The first company for building a turnpike out of Louisville was chartered by the Legislature February

4th, the Lexington & Louisville Turnpike Company, and a fine church for that day was put up by the Presbyterians on the northwest corner of the alley between Market and Jefferson streets on the west side of Fourth. It was described at the time as a neat, plain, spacious building. Within there were three rows of pews, and galleries on three sides. It was built of brick, with a steeple, in which was a belfry containing a superb bell. Rev. D. C. Banks officiated as its first pastor. In 1836, it was destroyed by fire. All who then resided in the city will remember the event. It had its beginning during an evening meeting. Great efforts were made to save the building from its fate, but all were unavailing. After it was evident beyond a doubt that the building must go, attention was turned to the saving of the bell. It was the first in the city, and was venerated to a degree far exceeding that which is usually felt for inanimate things. The memories of the people associated it with all public tidings. Its clear tones had summoned them to meetings, alarmed them when destruction threatened, spoken joyfully when the wedding day arrived, and gathered together the mourners to bury the dead. Soon the pillars which upheld the belfry were wrapped in flame, but the alarm-peal rang on. When the falling timbers and showers of fire-brands finally drove the ringer from his post, the bell continued for a time to ring. At last the flames had crept to the wheel on which it hung, when, as spoke after spoke burned away, it slowly tolled its own death-knell, till dome, tower, bell, all fell with a tremendous crash. The crowd ceased to work, and by and by, in its earnest watching for the inevitable end of the old bell, scarcely a word was spoken. Now that it had fallen, all went on as before. The following day, piece by piece was exhumed from the debris and carried away, thereafter to add to the relics of a sad and most eventful day.

THE UNITED STATES BRANCH BANK.

The business community got this year the Branch Bank of the United States, toward which they were looking earlier, as we have seen, and for which they had long and assiduously labored. Its building was at the northeast corner of Fifth and Main streets. The following named well-known citizens composed its corps of officers: Stephen Ormsby, president; William Cochran,

cashier; G. C. Gwathmey, Tell; Alfred Thompson, first bookkeeper; Thomas E. Bat, D. L. Ward, Richard Ferguson, M. D., Nathaniel B. Beall, Thomas Prather, John H. Clark, Henry Massie, Charles S. Todd, William C. Vernon, James C. Johnson, M. D., John Gwathmey, and James D. Brickmidge, directors. It went quite happily into operation; but those who dealt with it found in due time that, like its competitors of Cincinnati and other cities, it was by no means an unalloyed blessing. Dr. McMurtrie seems to have had his operations, of which, writing in 1819, he had full knowledge, in mind when he wrote: "It is very evident that the people of this country are ruining themselves by banking institutions as fast as they cleverly can." Real estate had a tremendous boom, however, upon its establishment, lots on Main street, for example, which had sold in 1812 for \$4,000 to \$5,000, now bringing \$30,000 apiece or \$300 per front foot. The Duke of Saxe-Weimar, who was here in 1826, says in his book of travel: "In the year 1817 the desire to buy land and build upon it had risen to a mania in this place. Dr. Croghan showed me a lot of ground which he had then purchased for \$2,000, and for which at present no one would hardly offer him \$700."

EMINENT VISITORS.

Mr. Henry Bradshaw Fearon, a foreign gentleman, deputed by thirty-nine English families, as he says upon the title page of his *Narrative of a Journey*, "in June, 1817, to ascertain whether any and what part of the United States would be suitable for their residence," visited this place, and says of it in his book:

Louisville, at the Falls of the Ohio, is daily becoming a most important town, being the connecting link between New Orleans and the whole Western country. It must soon take the lead of Lexington in extent of population, as it has already done in the rapid rise of town property, the increase of which during the last four years is said to have been two hundred per cent. Mechanics can have immediate employment, and are paid 400 to 540 per week. Shoes that are very inferior in wear, though not in make, to English, are from 12s. 3d. to 18s. a pair. Best hats 36s. to 45s. each, and every other article of clothing in proportion. The population of this town is from four to five thousand. Good brick buildings are fast increasing. One of the hotels at Washington is said to be rented at \$9,000 per annum; from one hundred and fifty to two hundred persons occupy this establishment daily. About every fourth house in the main street is a doctor's.

Louisville is said to be improving in health. The prevalent diseases are fever and ague, less fatal than the common disorders of this State are consumption, pleurisy, typhus, re-

mittent and intermittent fevers, rheumatism, and dysentery. I do not feel much disposed to condemn them, though the general climate of the Kentucky is generally and warmly of that order, or that the cold would have specifically engaged them.

Some of the largest and most improving and Lexington, however, probably already possesses individuals who are physicians and refined.

The price of boating goods from New Orleans to Louisville varies from 100 cents to 200 cents per hundred. The freight to New Orleans from New Orleans is 45. 6d. per hundred. The average period of time which boats take to go to New Orleans is about twenty-eight days, and from New Orleans to New Orleans is about the same route in an average of twelve days down, and thirty-six days up, which is a very extraordinary time with a wind.

Having been twice at Louisville, I boarded at both the hotels (Allen's Washington Hall and Gwathmey's, or Indian Queen). They are similar establishments, both upon a very large scale, the former having an average of eighty boarders per day, the latter of one hundred and forty. Their charges are—breakfast, 1s. 8d.; dinner, 2s. 3d.; supper, 1s. 8d.; bed, 13d.; if fire in room, an extra charge of 6½d. per night; board and lodging, per day 65d., ditto per day for three months certain, 4s. 6d. These charges, with such an immense extent of business, must insure to a man, moderately careful, a large fortune.

The place for washing is in the open yard, in which there is a large cistern, several towels, and a negro in attendance. The sleeping room commonly contains from four to eight bedsteads, having mattresses, but frequently no feather beds; sheets of calico, two blankets, a quilt (either a cotton counterpane or made of patch-work). The bedsteads have no curtains, and the rooms are generally unprovided with any conveniences. The public rooms are a news-room, a boot-room, in which the boots are put, and a dining room. The first are generally surrounded by parties of about six, who gain and keep possession. The usual custom is to pace up and down the news-room in a manner similar to walking a deck at sea. Smoking segars is practiced by all without an exception, and at every hour of the day. A billiard table adjoins the hotel, and is generally well occupied. I have not seen a book in the hands of any person since I left Philadelphia.

At Gwathmey's hotel Mr. Fearon met Lord Selkirk, who upon his return from his unsuccessful expedition in the Northwest Territory. The noble lord, unlike his countryman, does not seem to have left any memorial of his visit to the Falls. Mr. Fearon obtained for him some of the latest Boston papers, which were two months old; and as he had not had intelligence from the Old World for nine months, he "was, therefore, much pleased with the novelty," as Fearon records. Few people in Louisville, travelers or residents, would nowadays take much pleasure in Boston advices of sixty days' age.

WILLIAM P. BOONE.

Some time during this year a poor lad of sixteen came to the town from his native place in Mason county, Kentucky, became a blacksmith,

then an engineer on one of the lower-river steamers, and in 1838, being then in company with Lachlan McDougall and William Irman in the foundry business, they were builders of the first steamboat engines made in the city—the pioneers in what speedily became a very active and profitable industry. He was for thirty years a foundryman and engine builder, and in 1840 built the first gas works operated in Louisville. When the late war came on, he turned his workshops into the great tobacco mart long and familiarly known as the Boone warehouse. He held many important posts in the city, as member of the Council, Trustee of the University of Louisville, and bank director; and was for a time a Representative in the State Legislature. He died here October 1, 1873, in his seventy-second year.

JOHN L. SNEAD.

During this year Mr. John L. Sned came to Louisville and began a mercantile business with Mr. James Anderson, on the north side of Main, between Fourth and Fifth streets. He was afterwards a silent partner in the grocery firm of Anderson, Duncan & Co., and the queensware house of Bruce & Casseday. When the Bank of Louisville was founded, he became its president, and remained such until his death, which occurred in November, 1840. He was a native of Accomac county, Virginia, born in 1784.

ANOTHER EARTHQUAKE.

A slight return of earthquake was felt throughout Kentucky, December 12, but no permanent local record has been made of it.

1818—NOTES OF PROGRESS.

The value of real estate in the big village this year, upon the basis of the assessment of the year for taxation, was \$3,131,463—a very handsome showing since our last figures of local valuation were shown.

January 30th, another company was chartered by the Kentucky Legislature for the construction of a canal around the Falls. The enterprise had revived under more hopeful auspices than ever before.

January 26th, no less than forty-six independent banks were chartered by the same body, with an aggregate capital of \$3,720,000. Among them was one at Louisville, with an authorized capital of \$1,000,000. Thus, the Commercial

Bank of Louisville, was opened about the 24th of the next November, with Levi Tyler as president; Abijah Bayless, cashier; and J. C. Blair, clerk. Dr. McMurtrie says its paper was as good as that of the United States Bank, although the more recent testimony is not quite so complimentary.

On the 31st of January were incorporated "The President and Directors of the Louisville Insurance Company." They had a capital of \$100,000 under the charter; in \$100 shares, which might be increased to \$200,000. The funds were safely deposited in the keeping of the Commercial Bank. That exceedingly convenient and useful business man, Thomas Prather, was president of the company. Dr. McMurtrie, writing the next year, says: "Although as yet no dividend has been declared, it doubtless yield a handsome percentage."

The Louisville theater was this year reconstructed and refitted by Mr. Drake, as foreshadowed in our notes on 1807. It was now a fine brick structure, of three stories' height. The audience-room had a pit, two tiers of boxes, and a gallery, according to Dr. McMurtrie's description, all together capable of containing about eight hundred persons. "Attached to the premises," says the Doctor, "are a retiring room for the ladies, and one containing refreshments for the company in general"—a department which the frequenter of the old-time theater will easily recall and understand.

BUSINESS AND COMMERCE.

were steadily looking up. A single pork packer shipped from the place this year 9,000 barrels of pork, or 2,880,000 pounds. It is estimated that at least half as much was shipped by other parties, making a total shipment for 1818 of 13,500 barrels, or 4,320,000 pounds. The freight tariff on the river (to New Orleans, probably), was \$1.50 per barrel for flour, \$2 for whiskey, 1 cent per pound for tobacco, 4½ cents for heavy and 6 cents for light freights. Wheat brought 60 @ 75 cents a bushel, corn 42 @ 62 cents, and oats 42 @ 50 cents. Sugar was 16 @ 18 cents per pound; coffee, 35 @ 37 cents; teas, \$2.25 @ \$2.50; molasses, \$1.50 per gallon; whiskey, 62 @ 75 cents; tobacco, \$4.75 @ \$5.00 per cwt.; cotton, 33 @ 35 cents a pound; bagging, 30 cents; glass, 8x10, \$14 @ \$15; white lead, \$6.

STEARERS BUILT AT THE FALLS.

The *Exchange*, a vessel of two hundred tons burthen, was built here this year, for David L. Ward, of this county, to run in the Louisville trade. The *Ohio*, four hundred and forty three tons, for the same trade, was built at New Albany by Captain Smeve and a Mr. Blair, also the *Volcano*, two hundred and fifty tons, by John and Robertson DeHart, one of them referred to in the preceding account of the dinner given to Captain Smeve. The *Napoleon*, three hundred and thirty-two tons, was constructed at Shippingport, by Messrs. Smeve, Miller & Breckenridge, of Louisville. This was a very respectable beginning of steamer-building at the Falls.

Louisville also saw this year the first steamer from out the Kentucky river—a little affair of eighty tons, called the *Kentucky*, and built at Frankfort for Messrs. Hanson & Rowell, to ply between that place and Louisville.

PORTWARDENS APPOINTED.

The growing river interests of the town by this time demanded additional protection; and, by an act of the State Legislature, passed this year, port wardens were appointed, to be stationed at Louisville and Shippingport—one for the former, and two for the latter, to inspect boat and cargoes, and determine in the case of the one whether they were sound and otherwise “river-worthy,” and in the case of the other whether they were properly stowed, no heavy articles being placed over light and brittle ones, and other regulations for the safety of the cargo being observed. If all was satisfactory, a certificate to that effect was given by the master or owner of the vessel, which was to be received as *prima facie* evidence in his favor, if any dispute arose between him and the consignee or owner of the goods, concerning brokerage or any other damage or loss. This was characterized by Dr. McMurtre as “a highly useful law, and will serve to settle and prevent many disputes between the shippers of goods and the owners of boats.”

A DAILY NEWSPAPER.

The Public Advertiser, and the first of the kind in the city, was started this year by Shadrach Penn. We shall hear more of it in the chapter on the Press.

REV. HENRY E. BAYCOM.

the eloquent young Methodist divine, began his

labors here in 1813. He will receive fuller notice in this volume by and by.

CHRONOLOGICAL.

In the spring of this year Mr. Henry R. Schoolcraft, then on his way to begin the thirty years' residence among the Indians, which, with his writings upon the aborigines, gave his name permanent renown, came down the Ohio in a Skiff from Cincinnati. In his Personal Memoirs, published thirty-three years afterwards (1846), he says:

“I saw all the principal elements of city life. I was much tempted to stay at the place, and to commence and proceed several voyages up the river. I had occasion to make use of several of the boats, and to make the trade of the Falls, and published occasionally a small paper, and a notice of its progress.”

When preparing to continue his descent of the river, I was informed that the annual fresh which came between the mouth of the River and Lock and the Ohio, where boats usually land, and the place where I was bound, which had just commenced from the west, and the Mouth of the Ohio.

A boat had started to the foot of the Falls at Shippingport, a distance of two miles, which may have been the first of the kind. When I reached there, I was a short time before I could get on, and found that I was to ascend the descent of the Falls, and to go down the River. The descent was commenced at one point, where the water came out in a very rapid descent, but we went safely and triumphantly down, and, after making our way on to the point where we were going to land, and down the river, we passed our voyage. It was at that point, or a little above, that we first noticed the gay and noisy parrot, the color of which inhabited the forests.

This bird long since disappeared from this part of the Ohio Valley. It formerly abounded as well in the interior as along the river. Parquet Springs, near Shepherdsville, is named from this beautiful chatterbox of the woods.

AUDUBON AS A DRAWING-MASTER.

The mention of birds easily recalls the memory of the great ornithologist, who was now again residing here, while his son—then, probably, but certainly for a number of years—was engaged as a clerk in N. Berthoud's store, at Shippingport. The Western Courier for February 12th of this year contains an advertisement from Audubon, for pupils in a class in drawing. He also announced his desire to secure commissions in portrait painting, and promises that the counterfeit presentments shall be “strong likenesses.”

RAIMUNDOQUE.

Another remarkable naturalist was here in the spring of 1818, but only for a fortnight or so, in

the person of Constantine S. Rafinesque, native of Galatia, near Constantinople, in 1794. He devoted himself early to botany, but in time became a good general scientist. After botanizing and making drawings of fishes, shells, etc., here for about two weeks, he went down the river in the "ark," he called, and occupied jointly with another, and spent some days with Audubon, who was at the time there. Returning to Shippingport, he was enabled by the good offices of his friends, the Tinsion brothers, to send his collections to Pittsburgh, and went on to Lexington. To this place he came back the next year, as Professor of the Natural Sciences and other branches in Transylvania University, and remained there seven years. During this time, in 1824, he published a very singular little work, entitled *Ancient History, or Annals of Kentucky*. It was republished the same year, as an introduction to Marshall's *History of Kentucky*, and is well worth in peccon as a literary curiosity, if for nothing else. Rafinesque died in Philadelphia September 18, 1840.

A MASONIC LODGE.

reputed by some to be the first one founded in the city, was chartered in September of this year, and named Clark's Lodge No 51, in honor of General Clark. It had been working for some time previously, under a special dispensation. Charles B. King was the first Master of this Lodge.

DEATH OF GENERAL CLARK.

The greatest and saddest event of the year in this region we have reserved until the last—the death of the veteran hero, the savior of the Western country from the, perhaps, permanent domination of England, General George Rogers Clark. He died at the home of his sister at Locust Grove, near the city, February 13th, of paralysis, induced by a long-standing rheumatic affection, which had disabled him for several years. He was in his sixty-sixth year. On the 15th of the same month, the remains of this distinguished man were buried at the residence at Locust Grove. The assemblage was a large one, and included the members of the bar in a body, Rev. Mr. Banks officiating, and John Rowan, Esq., delivering the funeral oration. At intervals minute guns were fired, of which Captain Minor Sturgis took charge. The members of

the bar of the Circuit Court, and the officers of the Revolution who still remained in the neighborhood, met and resolved to wear sashes on the left arm for thirty days, as a testimony of respect to the deceased hero.

INTENSELY COLD WINTER.

The year 1818 was the first in which thermometrical observations were recorded at Louisville. From that time to this the records are consecutive and complete. It was fortunate that the records began with this year, as serving to inform us that the cold of the winter of 1818-19 reached the extreme degree of 22° below zero.

1819. DR. MCMURTRIE'S BOOK.

This year of grace was signified by the appearance of the first *History of Louisville*, a small but highly creditable volume, modestly entitled "Sketches" by its author, Dr. McMurtrie. Louisville was not yet a town of four thousand people (for the good Doctor overestimated its population by half a thousand), and that it should have a book written about it, and wholly printed and bound in its own offices, is a fact well worth attention and record. That part of his book which refers directly to the city lies within one hundred pages. The book entire extends to only two hundred and fifty pages, 16 mo. Mr. S. Penn was the publisher. The book, in large part, is filled with scientific researches, an appendix containing an account of earthquakes by Jared Brooks, Esq. There is also a catalogue of plants growing in the vicinity of the city, and a history of the geological and antiquarian remains of this portion of the State. What the value of this information is from a scholar's standpoint we cannot say; that it gives the reader a correct notion of what Louisville was to the ordinary observer in 1819, we have not a doubt. The book is no longer in print, and the following extracts may therefore be interesting to the reader of to-day:

There are at this time in Louisville's city hundred and twenty dwelling houses, principally brick ones, some of which would suffer little by being compared with any of the most elegant private residences of Philadelphia or New York. It was, doubtless, partly, generally, that these two hundred and fifty to three hundred brick dwellings could have been erected during the last summer, but such was the scarcity of money that not more than twelve or fourteen were completed, proportionally, however, not making so good rapidly in the business in

The seminary, which had been recently established, is described as a tolerably capacious brick building, under the direction of the trustees of the town, wherein are taught the several branches of a regular and classical education. "This is not, I am sorry to say, so well patronized as it deserves, the clamors of Plutus demanding the modest accents of the masses, whose invitation to repair thither is seldom heard and still seldom accepted."

Other notable institutions are described at some length; as the Hope Distillery, with its refrigeratory the largest in America, holding eighty thousand gallons at once, a productive capacity of twelve hundred gallons per day, with five thousand hogs fed upon the refuse; the iron foundry and engine factory; the sugar refinery; the soap and candle, and the tobacco manufactories, three of the latter being engaged upon the preparation of strips for foreign markets, and several others making chewing-tobacco, snuff, and cigars, all together producing \$200,000 a year; the steam manufacturing mill, "a solid and handsome brick edifice five stories high, on Jefferson street, owned by John H. Clarke & Co.," the upper and lower steam saw-mills, and other works of importance to the rising town and the surrounding region.

Coal was coming rapidly into use, "owing to the discovery of a large body of coal that is said to be situated between this place and Cincinnati, as well as of the same substance on Silver Creek."

The Doctor had a word also upon the roads: "The roads leading from Louisville to the different parts of the country will shortly be as good as excellent turnpikes can make them. The one to Shippingport and Portland will be finished this summer, as will a considerable portion of the great Lexington road that leads through Shelbyville."

SOME OTHER VIEWS OF 1819.

We subjoin the observations of several other writers, who were visitors to Louisville and the vicinity this year.

In October Mr. W. Faux, who calls himself "An English Farmer" upon the title-page of his book, *Memorable Days in America*, took this locality in his tour through the Western country, and thus wrote of it:

"In the evening I reached Louisville, the city of the West, the largest of Kentucky, and the banks of the Ohio, situated on the very fall of the Ohio, where a noble river, rising from the Rocky water and the Tennessee, descends from West to East, and at last empties into the wide waters of the New Orleans. The land here is divided into two equal parts, the valley to the right, and the hills to the left, and the best in the State, but I fear, sickly to its inhabitants. I was informed the natural place of habitation, if possible, is not here. Our hotel, called Union Hall, is a very good one, and first of consequence, composed of polished and elegant and mercantile gentlemen of New Orleans, many of whom were for the evening, and of the waters, and a constant movement of the steamboats. I had been warned that it is from 15 to 20 per day, a constant piece of extortion, when it is remembered that provisions of all kinds here cost a mere trifle, yet in the hall an immense dinner, table covered with good company. Notices have been reported in several places by the landlord, saying that, if more gentlemen boarders pay up, further credit will be given. . . . I, however, and my companion have arrived at the river, although so poor are said to have returned home to England from New York. The former has been here a day, and the latter a day, with provisions very cheap. . . . The steamer Vesuvius, from New Orleans to Louisville, first had in one trip \$21,000, and cleared half, that is \$22,500 net profit. Sixty or seventy of these boats are now on the Ohio and Mississippi rivers.

Mr. Alfred Welby, of Lincolnshire, England, also visited the place this year, and said of Louisville afterwards, in his *Visit to North America*:

A handsome town, of which the chief part is in one street. There are two good hotels, at one of which (Adams's good family house) we met with every attention on our return.

The bed of the river is here of vast breadth, and during the spring must afford a grand view when the waters are struggling with and rushing over the extensive rocky falls. At present a very small channel is sufficient for its reduced stream. . . . Travelers of curiosity can now traverse on wheels, with a guide, the greatest part of the rocks over which in a few months a mighty body of water will roll with tremendous force.

THE GAZETTEERS.

Dana's *Geographical Sketches in the Western Country*, published this year in Cincinnati, gives Louisville a notice of some length, but adds nothing to the information elsewhere accessible. The following remark, however, may provoke some amusement:

Although a company has been incorporated for opening a canal on the Kentucky side of the Rapids, there is not much prospect that such an undertaking will be effected, as it is generally thought by disinterested men that the formation of a canal there would be attended with a vastly greater expense than on the Indiana side; the latter having been already undertaken, and is now progressing under the direction of enterprising and skilful navigators.

In the edition of Morse's *American Universal Geography* for this year, Louisville is remarked as "in point of wealth and consequence, the

the President, and a brilliant General. Butler, of Wisconsin, for three months in the summer of 1861, in payment of \$400 in extra military pay, was absent from Louisville for most of the week.

A PRESIDENTIAL VISIT.

In June of this year Louisville had the great honor of a visit from the only President of the United States who ever touched the soil of Kentucky during his official term, except Jackson and Polk, when on their way to or from their homes in Tennessee, and General Grant, who visited his parents in Covington while President. The august visitor of this summer was James Monroe, who in 1785, when a young Virginia Colonel, had come down the river with the party of Generals Butler and Paterson, and left them at Limestone to make the boat-chock journey to Lexington, which he may have continued to Louisville. He was now, for the first time after the war, making personal inspection of the garrisons, fortifications, arsenals, and naval depots along the frontier, from Monroe, Michigan. From the latter Territory, as it then was, he traveled through the wilderness on horseback with a merry yet discreet cavalcade, to the Ohio river and to Louisville, whence he proceeded to Washington, taking in Cincinnati, Columbus, and many other points on the journey. He wore a semi-military costume in which our Presidents would make a queer figure nowadays—the undress uniform of Continental officers in the Revolution, consisting of a blue military coat, made of homespun cloth, light-colored underclothing, and a cocked hat. He was suitably received at Louisville, and met here many of the old soldiers of the great struggle for independence, among them some who had personally served with him, and who hastened to pay their respects.

General Jackson and suite were of the party, and shared fully in the honors of the occasion. The company arrived on the 23d of June; on the next day a grand dinner was given them by the Free Masons, and a brilliant ball closed the demonstration of respect to the Chief Magistrate of the Nation. On the 26th the President visited Jeffersonville, and was suitably received. Some further personal description and account of his visit will appear in the next volume, in our history of that city.

It is a little singular that by some writers (including Collins in two places) Madison, who was not now President, should have been substi-

tuted for Monroe. In the three places where Collins mentions this Presidential visit, he gives the date, upon the one page of 1817, upon two others as 1818. It was unmistakably 1819.

JOHN B. YOUNG.

This year also came, but to stay, a vigorous young man of twenty-nine, a native of New Jersey, who engaged at first as a pump-maker, and then as a sawyer, spending the rest of his life here, and dying May 5, 1881, in his ninety-first year. He became one of the leading men of Louisville in the saw-mill and lumber business, which he did not give up until about a year before his death. He had been a member of the Fourth Presbyterian church for thirty-two years.

CHAPTER VII.

THE FIFTH DECADE.

1819.—Growth of Population.—The Assessor's Valuations.—Obstructions to Progress.—Branch Bank of the Commonwealth.—A Fire Department.—Affairs on the River.—Col. Lath's Notice of Louisville.—Tarrison's Letter of Welcome.—Late A. F. in Notice.—Hints of William Hon. James Outline.—Edward F. Harts.—John Cassin.—River Steamers.—Edwards' Local Valuation.—Line New Paul.—Quail Trip of the Port Bay.—Regulating the Watchmen.—Mr. Ogden's Notice of Louisville.—George Keats' Cold Winter.—1820.—The Fever Year.—Daring the Floods.—A Local Currency.—Christ Church Founded.—New Presbyterian Pastor.—Miles Link, the Boatman.—A Louisville Story of Him.—Judge Hunt's Notice.—1823.—The First Daunted.—Dr. German Rogers.—The Rev. John Johnston.—Another Gazetteer Notice.—Pellam's Notice.—1824.—Stage Line from Lexington to Louisville.—Foundation of Christ Church Building.—Powder Mill Built.—Thos. Smith.—1825.—The Ship Canal Again.—More Local Legislation.—Lafayette Visits Louisville.—1826.—Another Methodist Conference Here.—The Focus Newspaper Started.—James Henry Patton's Second Notice.—Another Visit of the Duke of Sixe-Women.—1827.—A Local Census.—Population Seven Thousand and Sixty Three.—Home a City.—Pork-packing Establishments.—River Matters.—Mr. Lath's Observations.—Bishop Morris a Young Preacher Here.—1828.—The City of Louisville Full-Ridged.—Its Boundaries.—Synopsis of the Charter.—The First City Officers.—Growth of Business.—Judge William T. Hall's.—Madam Trillips Here.—What Sixty Six of Louisville.—A Riot Ordained.—1829.—New Prison.—The new School-house.—New Methodist Church (Reformed).—Great Bank of the City.—First Steam Locomotive.—1830.—Death of Dr. Joseph Dickerson.—A Captain Notice by Cable-Attorney.—George Seymour's Come.

1820. GROWTH OF POPULATION.

Louisville had almost exactly trebled in population during the last decade, rising from 1,357 in 1810, by the census of the United States census. Mr. Casseday furnishes the following analysis of the local return: Free white males 10 to 16 years of age, 3,361; 16 to 26, 15,211; 26 to 45, 7,741; 45 and upwards, 1,211. Total white males, 18,624. Free white females 10 to 16 years of age, 3,561; 16 to 26, 15,111; 26 to 45, 7,321; 45 and upwards, 691. Total white females, 18,694. Total white population, 38,886. Blacks, including free persons of color, 1,126; total population, 40,012. There were engaged in commerce 128, and in manufactures 591; 94 were foreigners. The average yearly increase had been 205.5 persons. Louisville had not yet caught up with Lexington, but was destined, in a year or two more, to overtake and pass her, and become permanently the metropolis of the State. Frankfort had as yet but 1,617 people, Bardonia but 623—221 less than in 1810. Jefferson county had grown by more than 7,000 during the decade, and still was but 28,765 inhabitants, being surpassed by no county in the State except Fayette, the county of Lexington, while ten years before she had been led by Fayette, Bourbon, Shelby, Nelson, and Madison. The State had strengthened by 157,806 people, or 36 1/3 per cent., growing from 429,511 to 564,317—434,644 whites, 126,732 slaves (these having increased 57 1/3 per cent.), and 2,759 free blacks. She was now in population the sixth State in the Union.

THE ASSESSMENT VALUATION

of Louisville had increased enormously during the decade—nearly eight hundred per cent., or from \$210,475 to \$1,655,226. The town was already the center of considerable wealth and invested capital. Mr. Casseday says, nevertheless:

A number of causes were operating at this time to retard the prosperity of the town, and, but for the energy with which it was indelibly, it must have sunk under the misfortunes which surrounded it. Evil reports, prejudicial to its health, garbled accounts from rival cities, of the mercurial rise, a heavily inflated state of currency, and of trustees whose inefficiency was constantly complained of, were all operating to the detriment of the town, and had it not, as has been just stated,

been rescued from the clutches of its own people, it must have sunk into a more than ordinary state of decay. The town was not yet a city, and its resources were not yet fully developed. The town was not yet a city, and its resources were not yet fully developed. The town was not yet a city, and its resources were not yet fully developed.

prosperity of the town, and, but for the energy with which it was indelibly, it must have sunk under the misfortunes which surrounded it. Evil reports, prejudicial to its health, garbled accounts from rival cities, of the mercurial rise, a heavily inflated state of currency, and of trustees whose inefficiency was constantly complained of, were all operating to the detriment of the town, and had it not, as has been just stated, been rescued from the clutches of its own people, it must have sunk into a more than ordinary state of decay. The town was not yet a city, and its resources were not yet fully developed. The town was not yet a city, and its resources were not yet fully developed.

NEW BANKS.

Among the banks incorporated this year by the State Legislature were the Bank of the Commonwealth, at Frankfort, with \$2,000,000 capital, and branches at a dozen leading towns in the State, including, of course, Louisville. Later in the session a supplemental act was passed, allowing the issue of bank notes by this institution to the amount of \$3,000,000, and limiting any single loan to \$2,000. The Commonwealth Bank bills, by the way, fell in less than two years to sixty-two and a half cents on the dollar, and were still further depreciated afterwards. In 1821 one-half of the net profits of this bank and its branches was set apart by act of Assembly as "a literary fund, for the establishment and support of a system of general education." The shares derived from the branches at Lexington, Harrodsburg, and Bowling Green, however, were to be specially devoted to the benefit of local schools, as the Transylvania university.

A FIRE DEPARTMENT.

Another important improvement introduced by the trustees of the town this year was the creation of something like a fire department. Their first act of the year was to order the purchase of fire engines, warned thereto by the frequent recurrence of fires and the very indifferent means of checking them at hand. Messrs. Thomas Brather, Peter B. Ormsby, and Cuthbert Bullitt were constituted a committee for the purchase of hand-engines, and secured two or three of tolerable performance. The town was



Louis Faravass

James Luthers

and the new clothing store will have a new coat of paint. The first of the new stores that will open in the "Progress" district is a new general store, New Orleans Tailors, located at the corner of Maple from this town's center. The store will have a new coat of paint, new shelves and new stock of clothing.

The second of the new stores that will open in the "Progress" district is a new clothing store, New Orleans Tailors, located at the corner of Maple from this town's center. The store will have a new coat of paint, new shelves and new stock of clothing.

The third of the new stores that will open in the "Progress" district is a new clothing store, New Orleans Tailors, located at the corner of Maple from this town's center. The store will have a new coat of paint, new shelves and new stock of clothing.

The fourth of the new stores that will open in the "Progress" district is a new clothing store, New Orleans Tailors, located at the corner of Maple from this town's center. The store will have a new coat of paint, new shelves and new stock of clothing.

The fifth of the new stores that will open in the "Progress" district is a new clothing store, New Orleans Tailors, located at the corner of Maple from this town's center. The store will have a new coat of paint, new shelves and new stock of clothing.

The sixth of the new stores that will open in the "Progress" district is a new clothing store, New Orleans Tailors, located at the corner of Maple from this town's center. The store will have a new coat of paint, new shelves and new stock of clothing.

The seventh of the new stores that will open in the "Progress" district is a new clothing store, New Orleans Tailors, located at the corner of Maple from this town's center. The store will have a new coat of paint, new shelves and new stock of clothing.

The eighth of the new stores that will open in the "Progress" district is a new clothing store, New Orleans Tailors, located at the corner of Maple from this town's center. The store will have a new coat of paint, new shelves and new stock of clothing.

The ninth of the new stores that will open in the "Progress" district is a new clothing store, New Orleans Tailors, located at the corner of Maple from this town's center. The store will have a new coat of paint, new shelves and new stock of clothing.

The tenth of the new stores that will open in the "Progress" district is a new clothing store, New Orleans Tailors, located at the corner of Maple from this town's center. The store will have a new coat of paint, new shelves and new stock of clothing.

MR. TUNN'S FULCRUM.

The growing literary tastes of the place are indicated, to some extent, by a passage in one of the letters of Mr. James Flint, a Scotchman who spent several months in the region of the Falls during this year and the preceding. He wrote from Portland October 13th:

When I left my home in the fall of 1902, I found a complete change in the teaching. I was told that the new teachers would have a very different way of doing things, and that the new teachers would be different from the old ones. He told me that the new teachers would be different from the old ones, and that they would be different from the old ones. He told me that the new teachers would be different from the old ones, and that they would be different from the old ones. He told me that the new teachers would be different from the old ones, and that they would be different from the old ones.

JAMES GUILLILLO COMBS.

Among the notable immigrants to the city, this year was the Hon. James Guthrie, then a young lawyer of twenty-seven years, having been born in Nelson county in 1792. His father, General Adam Guthrie, was a well-known pioneer to that region, a brave Indian fighter, and a member of the Kentucky Legislature for several years. Young Guthrie, after some training at McClintock's Academy, in Bardstown, engaged in flat-boating to New Orleans, returning on foot or horseback through the howling wilderness. Abandoning this hazardous business, he studied law with Judge Rowan, began practice in Louisville in 1820, and soon became successful and famous. In 1822 he was partner with Judge Rowan. He was not less prominent as a politician, and became in turn member of the lower and upper houses in the General Assembly of the State, and of the convention that formed the present State Constitution, by which he was chosen President of the body. In 1853 he was called by President Pierce to the Secretaryship of the Federal Treasury. In 1865 he was

lected United States Senator, but resigned three years afterwards. His later years were spent in the promotion of railway and other enterprises, in which he was greatly interested, being the main instrument in the building of the great bridge across the falls. From 1865 to 1868 he was President of the Louisville & Nashville Railroad. He died in this city March 13, 1869.

THE NEW YORK PUBLIC LIBRARY

Another son of a pioneer came to Louisville in 1820. Born in this county in 1810, Edward D. Hiddle was brought to the city when a lad of ten years, and received the major part of his education. Developing a bent for civil engineering, he was made, while yet a very young man, City Engineer and Surveyor, and served as such from 1830 to 1835. He opened the first real estate agency in town, and prospered greatly in the business; secured the charter of the Louisville Savings Institution, and was its first cashier, but resigned in about a year, and retired to his farm near Anchorage; was State Senator for the two years 1847-51, and president of the Louisville and Frankfort railroad company twelve years, 1855-67, resigning at the last from ill-health and living thenceforth a retired life on his farm at Anchorage. Mr. Collins says:

Mr. Hobbs's railroad administration was probably the most brilliantly successful thing in the history of Kentucky railroads. Before he came to the office, the cash dividend had been paid, and the road was burdened with a debt of \$1,000,000. This he funded, and introduced such system, enterprise, and economy, that during his presidency were paid over to stockholders, according to six per cent. per annum, and one stock dividend declared, of fifty per cent. on the entire capital stock; the market value of the stock, which was then increased on that, being seventy cents on the dollar, against thirty to thirty-five cents twelve years before.

All the younger and more recent inhabitants of Louisville — now a city of some one hundred and twenty-five thousand — will be surprised to learn that Mr. Hobbs, although (November 1, 1820) but a young man, was the agent of the Presidents of Virginia and Kentucky, of the Breckinridges, the Carringtons, and of Governor John C. Floyd, had got into streets, squares, and lots almost the whole of that portion of the city which lies east of Jackson street. Nearly all of it was covered with a heavy forest, and he had the timber felled to make way for the enlargement of the city. But few, if any, of the present houses of Louisville were standing when Mr. Hobbs removed to it in 1820; they have all been built within his personal memory. During all this time Mr. Hobbs has sustained among the citizens the highest character for integrity and political soundness, and has been constantly honored, useful, and beloved.

HUNTER CHRISTLER

was another corner of this year. He was long

associated with important business made to here; was for a few years president of the old Mechanics' Bank, and became quite wealthy. He retired at last to his farm in Jefferson county, opposite Sixmile Island, in the Ohio, where he died January 9, 1882, aged eighty three.

RIVER STEAMERS.

It is calculated, from the statements of Dr. McManis the previous year, that there were now sixty-eight steamboats upon the Western waters, with an aggregate tonnage of twelve thousand seven hundred and seventy. The price of cabin passage at this time from Louisville to New Orleans was \$1.25, and freightage \$90 per ton. For a long period, until economy of time became more important in human life, travel and freight stood mostly by the old keel and flat-boats.

1821—VALUATION.

According to Mr. Collins's *Annals of Kentucky*, in the early part of the first volume of his History, the total valuation of lots and improvements (making no account of personal property) in Louisville this year was \$1,189,664, \$91350 in 1807, an increase in fourteen years of \$1,188,750.50. The assessed taxes on this valuation were \$4,937.63, with additional taxation to the amount of \$1,369, distributed as follows: On 14 first-rate retail stores at \$30, \$420; on 24 second-rate retail stores at \$20, \$480; on 7 third-rate retail stores at \$10, \$70; on 26 tavern licenses at \$10, \$260; on 70 carriage wheels at 50 cents, \$35; on 2 billiard tables at \$17, \$34; making a total of \$5,996.68.

THE NEW BANK.

The Louisville Branch of the Bank of the Commonwealth, provided for by the act of Assembly the preceding year, was established in May. If the references to this bank by a local paper are correctly made, the whole institution, stem and branches, was founded and set in operation without any capital whatever. Its notes, therefore, as already indicated, soon passed at a great discount. The Bank of the Commonwealth and that of Kentucky, with their several branches, furnished about all the currency then available for business transactions in the State, and as the Louisville merchants, in meeting their

obligations in Eastern cities, had to exchange the State bank notes for Eastern funds or specie, at a considerable premium, they declined to take the Kentucky bills at face value. Mr. Casseday continues:

There is a great change coming to the currency of the Bank of Kentucky, and it is suggested that the Legislature should increase the branch establishment to meet the other states in the use of currency, and thereby a lot of general property might be saved from the hands of the worthless and bad. This currency, however, was not effected.

The charter of the Bank of Kentucky was repealed the next year.

A QUICK TRIP.

The steamer *Post Boy*, which has come previously into notice as a mail-carrier, achieved another line in history in April of this year, by her trip from New Orleans to Shippingport in seventeen days, then considered remarkably fast time. Captain R. DeHaat was now her commander.

REGULATING THE WATCHMEN.

A committee of the trustees was appointed to draft regulations for the government of the watchmen, who was also to be lamp-lighters. Their report was drawn in eleven resolutions. The scale-house, in the market-house, was assigned as the watch-house for the town. Four watchmen were to be hired, they to give bond for the payment of a penalty of \$50 for each neglect of duty. The foreman of the watch was to receive a watchword for each night, and a volunteer secret patrol of one citizen each night was also to have the watchword and be invested with the full power of a watchman, that he might see that the regular police were up to their duties. Two of the force were to be stationed on Main, and the other two, had their beats on Market and Jefferson, one west and the other east of Fifth street. Each watchman was furnished, at public expense, with a staff bearing a pike or hook on one end, a dark lantern, a rattle, a trumpet, a small ladder and flambeau, a pair of scissors, and a tin pot with a spout for the purpose of filling lamps. A contract was proposed with the Presbyterian church for the use of the bell, to ring at 10 P. M., at daylight, and in case of fire. Between the evening and morning ringings colored people found on the streets without a pass were to be arrested, and confined in the watch-house. It is an interesting fact that the 10 o'clock stroke

at the Falls is still kept up, although the season for it has passed away. Oil and grease were to be collected at the expense of the town, while a number of lots of other persons, who had put up posts and lumps. It was suddenly recommended that the "ancient" custom of trying the liver of the mink, and the kind of weather should not be followed, "thoroughly giving to civilised persons an opportunity to check the vigilance of the watchmen." Each of the latter was to be held responsible for depredations in his district. The committee further suggested, though not strictly relating to the policing of the town, that measures should be taken to reduce the number of dogs therein.

Upon the approval of the report of the committee, Messrs. B. Morgan, C. Sly, M. Woodston, and Will Andrews were "elected and appointed town watchmen during their good behavior and the pleasure of the board." Mr. Woodston was made captain of the watch.

MR. OGDEN'S NOTICE.

Mr. George W. Ogden, of New Bedford, Massachusetts, was here, in August of this year, and thus makes mention of the place in one of his readable letters from the West:

Louiseville is pleasantly situated on a elevated and beautiful plain, on the southern bank of the Ohio river, just above the Rapids, and is one hundred and twenty miles below Cincinnati. This town contains a great number of markets—lumber, wool, and timber, and three banks, one of which is a branch of the United States Bank, an insurance company, three houses for public worship, three printing offices, six hundred and eighty dwellings, houses, principally of brick, and four thousand eight hundred inhabitants.

The manufacturing establishments of Louisville are grand, and the business carried on here to a greater extent than in any other part of the Western country, if we except Pittsburgh. One of the principal of these is a distillery established by a company of persons from the New England States in 1819, and incorporated in this State by the name of the Hope Distillery Company. I was informed by one of the principal owners that the distillery produces less than five hundred gallons per day. Here are also five tobacco manufactories, a factory for the construction of steam engines, in which seventy-five workmen are daily employed; a condensed steam-manufactory, supposed to be the largest in the Western country. Here are also a sugar refinery and steam flour-mill, etc., etc.

There is no place in the world, perhaps, more highly situated, in a commercial point of view, than Louisville. From the Falls to the mouth of the Ohio, there are no obstructions to the navigation, and the river is deep, and runs so fast that it is not liable to be stopped by ice, and the water is so pure and sweet that it is not subject to any disease. The boats or flat-bottoms, so-called, are generally constructed in the form of keels or trays flat, or convex, large and planked up in the

same kind as Pittsburgh and Wheeling, in which to take down the boats, and the boats are generally made of iron, and are very strong, and they stop, to the river, wish to take produce down to market. Besides these boats, there are many small boats, and these constantly going up and down the river, and carrying all the produce of the Ohio and Mississippi basins, and some of them progressing. These boats find constant employment in carrying the produce of the country, and being good and strong, and every day taking the river from New Orleans, to supply the inhabitants of the country, and some of them carrying produce out of the country to supply the great number of steam mills in making flour, and some are constantly employed in carrying salt from the mines of the country, from the numerous salt works.

GEORGE KEATS.

brother of John Keats, the famous, yet hapless and ill-fated young English poet, who is said to have died of adverse criticism, came to Louisville this year, and settled in the lumber business. He died here in 1844. He was one of the original subscribers to the Christ church fund, and Dr. Clark says, "he is described as a gentleman of fine address, literary in his tastes, like his brother of delicate sensibility, and commanding the respect of all who knew him, and the warm affection of all who knew him intimately."

THE COLD WINTER.

of 1821-22 is said to have brought the thermometer to the intense degree of twenty below zero.

1822—THE FEVER YEAR.

A terrible visitation now came upon Louisville, in the shape of an aggravated bilious fever, if it was not a genuine visitation of the dreaded "Yellow Jack." An elaborate, carefully detailed account of its rise and progress, and singular fatality, from the pen of Dr. John P. Harrison, then of Louisville, and afterwards of Cincinnati, may be found in Vol. VIII. of the Philadelphia Medical Journal. Judge Robert Wickliffe said long afterwards that, upon going to the town to hold court this year, he was told there was no house within its borders without its sick or dead.

Dr. McMurtrie, in his "Sketches" of three years before, after mentioning as a peculiar disease of the place "a bilious remitting fever, whose symptoms are often sufficiently aggravated to entitle it to the name of yellow fever," plainly predicts the advent of the latter, "unless greater

attention be paid to cleanliness in every possible way." More specifically, and with a very graphic illustration, he said: "During the months of July, August, and September, so long as are the inhabitants of this and the adjacent towns predisposed to this disease by the past influence of climate and the habit of nursing, and decaying and decaying vegetable matter, that they may be compared to piles of combustible, which need but the application of a single spark to rouse them into flame."

The sanitary conditions of this season, throughout a vast stretch of country, seemed peculiarly favorable to the outbreak of epidemic disease. It was, writes the learned Dr. Drake, in his *Treatise on the Principal Diseases of the Interior Valley of North America*, "a sickly year over the West generally; it [Louisville] was scourged almost to desolation." The pestilence which prevailed here, was no doubt largely induced by the miasm of the ponds still remaining on the town site, as well as by careless habits of living, then more common than now. Whatever its cause or causes, it was fearfully destructive. Mr. Collins says: "Almost every house seemed to become a hospital. In a family consisting of twenty persons, nineteen were sick at one time. In one family, perhaps in more, every individual died." The following extract is from Mr. Casseday's book:

"The disease was a highly contagious bilious fever, so terrible as to deserve the desecrated name of yellow fever. The mortality was very great, and that arising on account of it throughout the whole interior of the neighbouring States was of the most execrable character. The Trustees were by it awakened from their lethargy. A Board of Health, consisting of Drs. Galt, Smith, Harrison, Wilson, and Tompkins, were appointed to examine into the causes of disease and report the same to the Trustees, in connection with the mode or probability of removing the same. This first Board of Health was appointed to meet on the 10th of June, and referred to examine into this matter various facts, which, we have been enabled, but the time for such action was now passed, and the fearful miasm, now descending, seemed to meet terrible blow ever given to the prospects of the rising town. The news spread far and wide, and the neighboring towns, instead of seeking to publish only the truth, assisted largely in circulating partial and untrue reports of a fact which tended to their advantage by destroying the fair fame of their rival. Emigrants from abroad as well as from this and neighboring States, for years afterward, dreaded even to pass through the town, and the number of arrivals was so small that the water here was scarce, and the town suffered from the pestilence by the concentration of the population upon death, to the attempt. The scattered town, at a period when the resources of the town had not yet developed themselves, were attracting the attention of capitalists. It was

this time which was a temporary condition of prosperity, and the people were not, and for some period they were, property of this. Had the feeling of alarm ceased with the report, it would have been a blessing, but for years after it was felt to be a warning against complacency.

The efforts of the trustees and the board of health, however, were not relaxed on account of their comparative failure this year. The next winter a lottery was authorized by the Legislature to raise money for the purpose of draining the ponds; and so well directed and successful were the energies of the authorities that, when the cholera came a decade thereafter, it touched the people of the city much more lightly than if it had made its visitation in 1822 instead of 1832.

THE CHURCHES.

Christ church (Episcopal) was founded this year, as will be detailed in a future chapter.

The Rev. Daniel Smith was installed Presbyterian pastor in Lebanonville, March 3. He will also receive further notice.

A LOCAL CURRENCY.

The trustees undertook a measure early in this year, for the relief of the local stringency in circulating media. The credit of the town, under their authority, was pledged by the issue of a variety of small notes, ranging in nominal value from twelve and a half cents, or "a bit," up to \$1. \$4,000 worth of this stuff was authorized, and much of it was probably uttered; but the next trustees passed an order to count and destroy the notes, "leaving the impression," says Casseday, "either that they were not put into circulation or were redeemed, and so withdrawn from a market already glutted with such trash." There is no record, we believe, that anybody lost anything by this extraordinary effort to inflate the currency.

TOBACCO INSPECTION.

A new inspection of tobacco was established here this year, "in the lot of William H. Booth," to be called and known by the name of Booth's Inspection, and governed by the same rules as others of the kind in the State.

MIKE FINK, THE BOATMAN.

We make a rather abrupt transition of subject, and here introduce the renowned Mike Fink, the most noted Western boatman of the early day. The only date we find, in connection with his adventurous life, is 1822, when he is reported to



Samuel Casady

Among the early citizens of Lincoln, who are identified with the establishment of the city as a point of importance. His character, activity, industry and public spiritedness contributed to its growth and prosperity more than could be remembered than Samuel Casady. When it is recalled that the entire business of Mr. Casady's business was the manufacture of agricultural implements, and that in Lincoln, where the business was carried on, it was not difficult to find out the value of his contribution to the people of his time. His history is a page in the

young, that true, faithful work and worth cannot possibly fail of success, no matter what the obstacles in the way at the commencement. It is of course, true that only a man of unusually strong natural powers could have maintained, after attaining, the position and popularity that Mr. Casady occupied in the west, but his success can only be explained by the fact that he had inherited, as in such a position, a true and solid character, which would, in any case, if true, have shown itself in his kind that humanity, in change and success as well as confidence.

drain the ponds on either side, and discharge the water into the river, where it found its way to the sea, but in a few moments it was changed from their power, and returned to its source in water.

1823. THE PONDS DRAINED.

The Legislature had authorized the raising of so large a sum as \$20,000, by lottery drawings, for use in draining the ponds upon the site of Louisville not only, but all those upon the plateau between Louisville and the mouth of Salt river. The wheel of fortune (or misfortune) was accordingly set in motion this year, and a sum realized sufficient to drain the ponds in town, but not those in the country, for which, very likely, no great amount of enthusiasm was developed. Under a later and similar act, however, the desired work was done.

A NOTEWORTHY ARRIVAL.

This year young Dr. Coleman Rogers removed to Louisville, in whose affairs he was destined thenceforth to play a prominent part for a third of a century. He was a native of Culpeper county, Virginia, but was only six years old when his father, in 1787, brought him to Kentucky. He studied medicine at the University of Pennsylvania; practiced medicine with Dr. Drake in Cincinnati and was there a professor and vice-president of the Ohio Medical college, of which he was one of the original incorporators; removed to Newport in 1821, and to Louisville two years afterwards. Here he practiced with great industry and success for thirty-two years, during more than ten years of which he was surgeon of the Marine hospital. While thus engaged he originated, with two others, the plan of the Louisville Medical institute, which, after some difficulties, was successfully founded, though he declined, after one appointment as Professor of Anatomy, to take any position in it. He rendered many other public services, which need not be here enumerated, and died at last, February 17, 1855, in the seventy-fourth year of his age, lamented by the entire community.

THE REV. JOHN JOHNSTON.

This year, also, the eccentric and able John Johnston was assigned to the charge of the Methodist congregation in Louisville. This remarkable man was a child of the hardest poverty, but his widowed mother was of the deepest piety. In 1803 they emigrated from Virginia, his native

State, to Tennessee, a cart drawn by one horse, being their only conveyance for themselves and goods. He was converted in May, 1807, and with great difficulty learned to read the Bible sufficiently well to undertake the office of preacher. The people who heard him said "it was painful to hear him read; but that he talked so earnestly they loved to hear him talk." The next year he was regularly admitted on trial, and in time he became one of the most powerful speakers in Tennessee or Kentucky. His appearance at the age of thirty, as described by the lady who afterwards became his wife, must have been exceedingly grotesque. She says:

He wore a good long high top one hair shirt, and which he afterwards told me he had worn for seven years without a change, with only a few opened and closed, but no sleeves, and short of the back and rough at hand. His pants were of blue-green corded cloth, with a patch of black broad cloth on each knee, each foot and to another foot and a half long, with the legs slit up at the bottom for about an inch each, and the corners lapped over and pinned very tight around the ankles. His hair was neither short nor long. He had dark and weathered skin, his brows black and heavy, and his countenance the most solemn I ever beheld."

This was only ten years before he was appointed to the important charge in Louisville. Meanwhile he had won his position by severe study, not only of the Bible and theology, but of polite literature and even the classic tongues, and by some of the most remarkable pulpit and controversial successes recorded in church history. By the time he was appointed to Nashville station, in 1818, he ranked among the ablest men of the denomination in the West. He remained in Louisville but one year.

EDWARD SHIFFER,

of the widely-known old Philadelphia family, came to Louisville from that city about this time, to take a place in the Branch Bank of the United States as cashier. He made a good bank officer, and was also much esteemed for his social qualities. He died here about eight years after his arrival.

ANOTHER GAZETTEER NOTICE.

The following view of the city in 1823 appears in Darby's edition of Brookes's Universal Gazetteer, or New Geographical Dictionary:

Louisville, a town and seat of justice of Jefferson county, Kentucky, stands on the left bank of the Ohio river, below the mouth of Branches creek, and at the head of the Rapids. In 1823 it contained only 1,377 inhabitants, its population now not only exceeds one thousand, and is rapidly

It contains a full and complete index of the names of the foreign papers, and a list of the authors of the articles, of that of the United States, a list of the names of the papers, and the names of the authors.

Many have been made during the 1980s and have been based on this plan and its extension. The second major step has been the creation of a new international system of standards in the United States, the "National Bureau of Standards."

LILLIAN MILES VOLLEY.

THE author, the remarks of that very credulous and credulous writer, J. C. Polignot, Esq., "formerly Judge of a Royal Court in the ex Kingdom of Italy," as he describes himself upon the title-page of *A Pilgrimage in Europe and America*. He was here in 1823:

Louisville is the principal city to the westward of the State of Kentucky. It is rising to the rank of a metropolitan city. The Cathedral of the Holy Trinity is a fine structure.

A short time before the beginning of the invasion, it was only a small herd of deer, known to but few hunters, who was the terror of the Indians. It was one of the first who drove back the more numerous to the North and West, rather, one of the first who invaded and usurped their lands. This herd came into the country from the right through the mountains. What renders the population more astonishing is that a great number of them did not come from the mountains, but from the ports, and from the coast of some countries, not so far as well as to the contradictory systems of the swarm of medical men by whom it is infested. On first entering the city, I inferred, from the looks which they put on, and from the many corners of the streets, that the country must be a desert place; one; just as the traveler who had long wandered in deserts and among barbarous nations, perceived that he was got back to civilized lands; but the appearance of a man hanging on a gibbet in the square of the first town he came to. Such, however, is the thought that I must finally attend to, my victims, who die in a regular succession.

Shippingport is not more healthy than Louisville, and is much smaller; for the speculators of this place prefer living upon the right bank of the river in the pretty little town of Clarksburg, Albany, and Jefferson, the elevation of which above the river affords them delightful views and salubrious air; to which may be added that there are only two gentlemen of the faculty—that their theories are in complete unison—and consequently do not compel them to try experiments upon their patients.

1824—A SINGLE LINE.

This year was mainly signalized, locally, by the establishment of a line of stage-coaches from Maysville, sixty miles above Cincinnati, through Lexington and Frankfort to Louisville. Two days were allowed for the trip either way, and six days for the whole journey to Washington City or Philadelphia.

The most stirring local event seems to have

been the erection of Christ Church edifice on Second street, which went on during the building season, and was pushed to completion the next winter.

A powder mill was built this year, and for isolation and safety was located on Corn Island, which had been almost or quite abandoned by permanent residents. A sad disaster to this enterprise will be recorded in our journals of 1830.

John P. and Robert N. Smith, brothers, came this year; on the next, from Virginia. Both were teachers. The latter took a farm on the Shelbyville road, about seven miles from Louisville, and opened thereon a boys' boarding school, which in time had wide celebrity. John was tutor in the family of Judge Miller, at the Bond Settlement, for many years. He died March 30, 1859.

1875—THE SHIP CANAL AGAIN.

The promoters of the Louisville & Portland Ship Canal were now gathering up their energies for a final and successful dash upon the difficulties that hindered the prosecution of the great enterprise. January 12th of this year, still another company was incorporated, with a capital of \$600,000, in shares of \$100 each. This is the company which, in the original corporators and their successors, existed for about half a century until a recent day, or until the canal was transferred to the custody of the General Government. By this company contracts for the work were let in December, and the work was actually begun the ensuing March. Its history has been written so fully in the chapter specially devoted to that work, that we need pursue it no further here.

STILL MORE LEGISLATION.

The municipal authorities appear still to have been dependent on the General Assembly for authority to do anything outside their routine duty, even when the occasion for it arose. Mr. Casseday gives the following summary of the special legislation of this period:

The Legislature of these years made very considerable additions to the power of the trustees, allowing them to borrow money on the credit of the town; to purchase and hold real estate for erecting market-houses, wharfs, etc.; to levy a tax on exchange brokers; to tax hacks, drays, etc.; to appoint harbors and wharf masters, and make rules govern-



1832 to the Secretary of the Treasury, is utilized in the building of the hospitals at Louisville and elsewhere for boatmen on the Western waters. He was an active promoter of historical, literary, and scientific societies, and was regarded as a walking encyclopedia. He was one of the most notable citizens Louisville has ever had. Judge Pirie died here March 28, 1886, aged eighty years.

COLONEL ANDERSON.

Colonel Thomas Anderson removed to the city this year, with his young bride, from Lexington, where his father settled as a merchant about 1750. James Anderson had come here in 1822, and had already grown to be a prominent merchant; and the younger brothers, George W. and John F. Anderson, also became merchants here subsequently. The family was numerous and influential. Colonel Anderson, who had been an officer in the War of 1812, was in due time President of the Union Fire Company, of the Fireman's Insurance company, the Northern branch Bank in Louisville, and the Chamber of Commerce. He was instrumental in promoting the efficiency of the Fire Department, organized the famous military company called the Louisville Guards, and was ultimately made Colonel of the Louisville Legion, which did eminent service in the war with Mexico. In 1826 he founded the auction and commission house of Thomas Anderson & Company, which is still in business on Main street. He however has been in his grave for more than twenty years, dying August 26, 1861, aged sixty-six. Mrs. Anderson died September 13, 1847.

A DUCAL VISITANT.

A visitor of more than usual distinction favored Louisville this year—Bernhard, Duke of Saxe-Weimar, who afterwards wrote a sprightly book, in two volumes, of Travels through North America. He arrived here on the 26th of April, 1826. We make a brief extract from his narrative:

Louisville, at least the main street of it, running parallel with the Ohio, has a good appearance. The street is rather broad, paved, and provided with foot-walks; it contains brick buildings and several considerable stores.

It fell out luckily enough that the postmaster here, Mr. Gray, had just married his daughter, and in compliment to her accomplished party, to which I received an invitation. I resorted to it with Major Davenport and found an extremely numerous and, contrary to my expectations, even an elegant society. It was a real English rout, so full that many of the

guests were obliged to remain on the steps. I was not allowed to meet the ladies and gentlemen, who, I felt, I did not know, and I found myself very much annoyed by the loud pressure in the rooms. At eleven o'clock I reached home to my wife and child.

I took a walk with Major Davenport through the town, and to the new canal. It consists of three streets running parallel with the Ohio, of which, only the first to front one hundred and twenty feet, and paved, and of several cross streets which cut the three at right angles. There were several churches, tolerably well built; a new one was begun, but on rather too large a scale. The people here were exhausted, therefore a large number of the men took the freshening of the canal house and kept it for their own use. A second walk with Major Davenport was directed to the north side of the town, where several respectable country-houses are situated, all built of brick, and then to a handsome wood, through which ran a river, which is used by the inhabitants as a pleasure walk. The wood contains very handsome beech trees, sugar-maples, sycamores, and locust trees, also different species of fruit-bearing trees.

There were two pieces represented at the theatre for the benefit of a Mrs. Drake's Man and Wife, a favorite English drama, and a piece called Three Weeks after Marriage. We were present on the occasion. The proscenium is very small, a covered pit, a single row of boxes, and a gallery. It was well filled, as Mrs. Drake was very much a favorite with the ladies here, all the boxes were full of the fashionables of the place. The dramatic corps was very ordinary, with the exception of Mrs. Drake. Most of the actors were dressed very badly, and not committed their parts, and played in a vulgar style. One actor was so intoxicated that he was barely able to keep his legs.

The noble Duke gives the unlucky Hope Dillillery a brief remark. He says that after the company had invested about \$70,000 several of its members stopped payment, that one of them got the whole property at auction for \$3,000, and that he "would now let any one have it for less."

1827—A LOCAL CENSUS.

The population of the town, by some authorized enumeration taken this year, had increased to 7,063—a little more than seventy-five per cent. since 1820.

HENCE A CITY TO BE.

It is an easy inference that the presence of more than seven thousand inhabitants in a Western village would inspire ambitions to become a city, especially in view of the prospects which Louisville now had. A meeting of citizens was held on the 3d of November to consider the question of incorporation as such. Mr. Levi Tyler presided at this meeting, and Garnett Duncan kept its minutes. After due deliberation and discussion, the following resolutions were passed:

1st. *Resolved*, That the committee be and they be authorized to ask, for the purpose of incorporating the Louisville with its engagements, and agents are authorized for the speedy punishment of crimes and the speedy trial of civil suits.

2d. *Resolved*, That a committee of five persons be appointed to draft an act of incorporation and to submit the same at an adjournment of the meeting.

3d. *Resolved*, That a committee of five persons be appointed to confer with the authorities of Shippingport and Portland, and the inhabitants of Louisville, and to request them to unite with the city of Louisville.

4th. *Resolved*, That a committee of five persons be appointed to build across the Ohio river, at the most convenient point above the Falls, of the greatest utility to the people, and calculated to enhance the commerce and prosperity of our river, and that we respectfully solicit the Legislature of the State to incorporate a company with competent powers authorized to effect the erection of such a bridge, and that the city of Louisville, when incorporated, should be authorized to raise funds, by loan or otherwise, and to subscribe for the same, for the stock in said company.

5th. *Resolved*, That a committee of seven be appointed to draft a charter for that purpose, and that our representatives be requested to use their best exertions to effect the passage of such charter.

The committee appointed under the second resolution consisted of Daniel Wirtz, Thomas Anderson, S. S. Goodwin, S. S. Nicholas, Garrett Duncan; that under the third resolution of Messrs. J. H. Tyler, W. D. Payne, W. S. Vernon, and that under the fifth of J. H. Tyler, J. Guthrie, J. S. Sneed, J. I. Jacob, G. W. Merriweather, D. K. Polkard, George Keats.

Nothing further was done until the next year, when we shall hear of this movement again.

It is worthy of note that the last act of the Legislature, affecting Louisville as a town governed by Trustees, was passed this year, in a measure annexing Preston's "enlargement" or addition to the town-site. The tract upon which this was laid off has already been under notice, in our annals of the Fourth Decade.

BARLOW'S LOCOMOTIVE.

As another evidence of the progress of the age, it may well be noted that during a part of this year, upon a circular track at Woodland Garden, was exhibited the small locomotive made three years before at Lexington by the inventor, Mr. Thomas H. Barlow. A small car was attached to it, in which many people took their first railroad ride.

PORK-PACKING ESTABLISHMENTS.

In this year, according to Mr. Casseday, there were two pork-houses in Louisville, one of them owned by Patrick Maxey, and the other by

Messrs. O'Connell & O'Boine. "It was the custom to buy the hog in small lots from the farmers by means of agents who traveled through the State. These hogs so procured were concentrated at some point, and corn was bought and fed to them until the time for slaughtering arrived, when they were driven to the city and here butchered. The number of hogs killed by these two houses did not then exceed fifteen thousand."

RIVER MATTERS.

When the ice in the Ohio broke up, January 30th of this year, it had formed a perfect bridge across the river for five weeks. Part of the winter was very cold, and the river was unusually low most of the season.

June 9th the steamer Lexington reaches Louisville in eight days and twenty-one hours from New Orleans—which was really a very quick trip, among the quickest ever made, and stands in marked contrast to the "fast" trips of a few years before.

AN ENGLISH VISITOR.

About the middle of April an English traveler of some note, Mr. W. Bullock, "F. L. S., etc.," who soon afterwards attempted a land speculation in the foundation of "Hygeia," a village upon the present site of Ludlow, opposite Cincinnati, came up the river from New Orleans. He says, in his Sketch of a Journey:

The tenth day brought us to the flourishing commercial town of Louisville, in Kentucky, one thousand five hundred and forty-two miles from the sea, considered as second only to Cincinnati in the Western States. It is situated in the commencement of the healthy district, but was lately visited by sickness, but not to the degree experienced lower down. The streets are spacious and regular, the houses mostly of brick, and the shops and stores large and well filled with merchandise. The Falls of the Ohio, which are at this place, excepting at high water, prevent large vessels from passing up; we therefore left the Washington and embarked in a smaller vessel above the Falls. On our road up from Shippingport, at the foot of the Falls, we had an opportunity of examining the fine canal and locks, now constructing at great expense, to enable vessels of all dimensions to navigate the river at all seasons. It is a great work and calculated to be of considerable advantage to this country. We took a hackney coach, of which there were several in the streets, and proceeded to view the town, which is much more extensive than it appears. We visited the museum, which is an appendage to almost every American town. Among the formations there, I observed the perfect skull and horns of a species of elk which was new to me. The firing of the boat's gun, the constant signal for passengers to come on board, obliged us to shorten our survey.

ELIHOPE MORRIS.

The young Rev. Thomas A. Morris was sent to the Methodist Episcopal Church here this year, and remained two years, gathering thence to Ohio, where he held important positions in Cincinnati and elsewhere. He finally became highly distinguished as editor of the Western Christian Advocate and Bishop of the Church.

1828. THE CITY OF LOUISVILLE.

It was now just fifty years since the little band of colonists, under the sheltering wing of the brave George Rogers Clark, had set down the stakes of civilization on Corn Island, and forty-eight since the town of Louisville was founded by the Virginia Legislature. Nearly ten thousand persons now inhabited the busy, big village. Its population had nearly quadrupled during the first decade of the century, had doubled during second, was to mark a growth of 250 per cent. during the present, or third decade; and would steadily more than double its numbers during each of the next two decades, or until the middle of the new century was reached. It was now, by many hundreds, the largest town in Kentucky. We have had in these annals the evidences of its even greater growth in wealth and resources, in commerce and manufactures, and have read the praises which travelers had almost uniformly bestowed upon it, and the glowing prophecies with which they hailed its future. Surely, it were full time that Louisville should become a city in organization, in privileges, and name, as it already was, according to American standards, in population, business, and prospects.

The preliminary steps, taken by the people of Louisville, have already been recorded. The memorials of the citizens' committee were presented to the Legislature, and favorably received. On the 13th of February, 1829, the desired act of incorporation was passed by that body. Port-land had declined to become a part of the new municipality, but Shippingport, by consent of her people, was included. The boundaries of the city were fixed as follows:

Beginning at the stone bridge over Beargrass creek, near Geiger's mills, thence on a straight line to the upper corner of Jacob Geiger's land

on the Ohio river, and thence by a straight line down the Ohio River, so as to include Corn Island and the quarry adjacent thereto, and thence to the upper boundary of Shippingport to the back line thereof, and the same course continued until it intersects the back line of the town of Louisville, when extended westwardly far enough to meet the said line extending out from the river with the upper boundary of Shippingport, thence from the said intersection to the south or back line of the present town of Louisville, and with the said back line to the fork of Beargrass creek, thence down the middle thereof to the beginning.

Mr. Casseday gives the following summary of the first city charter Louisville has had:

The trial power of a municipal body were vested in a Mayor and City Council, consisting of ten persons. The city was divided into five wards, each entitled to two Councilmen, who were to be elected annually. These electors were to hold on the first Monday in every March. On election, the Mayor and Councilmen were to take an oath of office, and their oaths were recorded. They were to choose clerk annually, whose duty it should be to keep a record of the proceedings of the board, sign all warrants issued by them, and to deliver and to be sworn of all bonds and papers entrusted to him. Five Councilmen and the Mayor or six Councilmen, should constitute a quorum. The meetings of the board were to be public, and the Mayor's salary should be fixed by the Councilmen. The Mayor was not allowed any judicial authority in civil matters, but had the power of a justice of the peace over slaves and free negroes, on familiar powers to regulate society for good behavior and for the peace, and the power assigned to two Justices of the Peace in committing criminal offenders and sending them on for trial; he also had the casting vote in case of a tie in the board, which he presided, but had no vote otherwise. The powers before delegated to the Trustees were now vested in the Mayor and Council, and in addition to these were granted power to prohibit the erection of wooden buildings, within certain limits, to erect suitable buildings for a poor- and work-house, to establish one or more free schools in each ward, to control all subordinate officers, and to pass by laws which create penalties for their delinquency. The office of City Marshal was also created by the act. He was to be chosen annually by the people, and, if reelected by the Council, he was to be the resident deputy marshal ward of the city. His duties were to preserve order and sessions of the Mayor and Council, and to execute all process emanating from the Mayor. He was to be appointed City Collector and State Treasurer within the city. He was to execute bond, with sufficient security, before the Mayor and Council, to the State, for the performance of his duties, and he was to return on all bonds and slaves, and on those of his servants for recovery of money which came into his hands. He had the power to arrest and detain as a vagrant, and to remove from the city. Neither than two persons were to be employed by the Mayor and Council, nor the highest vote for this office were to be certified to the Governor, one of whom was by him to be commissioned and submitted to the Senate for their advice and consent. This

188



ture in the early spring of this year, in the flesh, and, but keen-eyed person of Mrs. Elizabeth Trollope, an English authority of some note in her day, and mother of the distinguished literary Anthony and Thomas Trollope. One of her sons was with her, also two daughters; but the husband was still in England. They went on to Cincinnati, where the Madame took a house at "Mohawk," a village near the city, but now far within it, her old residence forming a part of the works of the Hamilton road portery—and presently began the erection of the famous Bazar building on Third street, east of Broadway, ostensibly to set her son up in a European sort of business. This, however, proved ill adapted to the conditions of society and business in the New-World, and was a financial failure. Mrs. Trollope's venture was sold out by the sheriff, and she departed in disgust early in 1830. Her disappointment there doubtless had much to do with the gall and bitterness that filled her subsequent book on *The Domestic Manners of the Americans*, which made her name a synonym for scold and villifier throughout this country. The Bazar remained, however, one of the curiosities of Cincinnati, until March, 1881, when it was torn down.

Mrs. Trollope says in her book:

Louisville is a considerable town, partly situated on the Kentucky or south side of the Ohio. When, some years since, I was all it had to show; and had I not been told that the best foot often repeats one during the warm season, I should have liked to pass some months there, for the purpose of exploring the beautiful country in its vicinity. Frankfort and Lexington are both towns worth visiting, though, from their being out-of-the-way places, I never got to either. The first is the seat of the State government of Kentucky, and the last is, I was told, the residence of several independent families, who, with more leisure than is usually enjoyed in America, have its natural accompaniment, more refinement.

The Falls of the Ohio are about twelve miles below Louisville, and produce a rapid too sudden for the boats to pass, except in the rainy season. The passengers are obliged to get out below them, and travel by land to Louisville, where they find other vessels ready to receive them for the remainder of the voyage. We were spared this inconvenience by the water being too high for the rapid to be much felt, and it will soon be altogether removed by the Louisville canal coming into operation, which will permit the steamboats to continue their progress from below the Falls to the town.

The scene on the Kentucky side is much finer than on that of Indiana or Ohio. The State of Kentucky was the native spot of many tribes of Indians, and was reserved to them as common hunting-ground; it is said that they cannot yet name it without emotion, and that they have a sad and wild lament that they still chant to its memory. But their exclusion thence is of no recent date, Kentucky

has been longer settled than the Indiana, Indiana, or Ohio, and it appears to me only more highly cultivated, but more fertile and more picturesque than either. I have rarely seen a more picturesque than those of Kentucky. The forest trees, when not too closely crowded of magnificent growth, and the crops are generally abundant, but when the fields are hardly harvested, the soil is very rich, and the crops are of extraordinary quality. We were shown ground which had borne abundant crops of wheat for twenty successive years, but a much shorter period suffices to exhaust the ground, if it were made to produce tobacco without the intermittent of some other crop.

"NOW, MURDER, WE'LL SING OF RATS."

February 15th of this year, the Town Council passed the following unique ordinance:

WHEREAS, it has been represented to the Trustees of the Town of Louisville that very great losses are sustained by the citizens of the town from the increase of the number of rats; and whereas, it is thought that a bounty for the destruction of them would be a great measure tend to remove the evil;

It is therefore resolved by the Board of Trustees of the Town of Louisville, that a reward of one cent shall be allowed for the killing of each and every Rat in the Town of Louisville; and it is hereby made the duty of the Town Sergeant to receive, count, and destroy all scalps which shall be presented to him, and to grant certificates to the persons producing such scalps, which certificate shall entitle the holder to receive the above reward out of the Treasury of the Town. The scalps referred to in this resolution must be taken so as to include both ears; and it is further resolved that this ordinance shall be in force from and after its passage.

1829 - NEW COMPANIES.

The fourth of the series of resolutions adopted at the meeting of citizens to consider the incorporation of the city, declared in favor of a bridge across the Ohio, and asked the State Legislature to incorporate a company for its construction. This was done January 29, 1829, the same day that a charter was also granted for a company to build another bridge across this river, but from Covington or Newport to Cincinnati. Both projects, however, had long to wait before they were embodied in wood and iron, in the magnificent structures that now span the stream at Cincinnati and Louisville.

December 15th of this year, at the next session of the Legislature, a Louisville company was chartered for the manufacture of china and queensware—an important industry now first introduced here.

FREE SCHOOL AND SCHOOL BUILDING.

Early this year Mayor Bucklin called the attention of the Council to the free school provi-

sion of the city chart, and enlarged the establishment of a free school. This issued, as will be recited more in detail hereafter, in the organization of a public school on the Lane system or monitorial plan, free to all children between six and fourteen years of age.

The same year the erection of the first free public school-house in the city was begun, the familiar old building at the southwest corner of Walnut and Fifth streets. It will be fully noticed in a future chapter on Education in Louisville.

THE "METHODIST REFORMED" CHURCH

was organized this year, and by and by put up a building at the northwest corner of Fourth and Green streets, occupying part of the site of the present Masonic Temple.

GREAT PAUL ROBBERY.

A prodigious sensation was created on the 18th of September, by the successful robbery of the Commonwealth Bank of a large sum on the evening before. The entrance was effected before 9 o'clock, while people were frequently passing and repassing on the street. A false key was used to open a door admitting the robbers to an entry, whence access was easy to the rooms of the Bank. The simple iron chest or safe of that day was then opened without much difficulty, and \$25,000 in signed Commonwealth Bank notes seized and carried off. The front door was then opened from within, and the bold, skillful robbers departed at leisure. Neither they nor the money was ever heard of afterwards, though a reward of \$1,000 was offered for the arrest of the one, and \$1,500 for the recovery of the other.

THE FIRST STEAMBOAT

on the ship canal was squeezed through December 21st, although the work was yet far from ready for business. It was the *Uncas*—a good name for an adventurous vessel.

DR. BUCHANAN.

In September Dr. Joseph Buchanan, editor of the *Focus* and *Journal*, predecessor of the present *Courier-Journal*, died. He was a native of Washington county, Virginia, born in 1785; educated at Transylvania University; author, when but twenty-seven years old, of a remarkable work entitled *The Philosophy of Human Nature*; an editorial writer on the *Palladium* and the *Reporter*, at Lexington, and the *Western Spy*, at

Cincinnati; compiler of a *History of the War of 1812* and a *Life of General George Rogers Clark*; lecturer to a law-school in Lexington; inventor of a caloric engine and an improved steam engine by which he drove a wagon through the streets of Louisville before locomotives were known, and otherwise showed the extraordinary versatility, activity, and energy of his busy brain. He had scarcely reached the prime of his powers when an attack of typhoid fever ended his usefulness.

A CAPITAL NOTICE.

Mr. Caleb Atwater, the well-known antiquary of Circleville, Ohio, and the first to write a history of that State, took Louisville this year in his tour to *Prairie du Chien*, on a mission for the Government, and filled several pages in his subsequent book of "Remarks" with a good account of Louisville and its surroundings. We extract only the following:

The principal streets are well paved with secondary limestone. The pavements, I should suppose from appearance, do not measure three, are about three or four inches thick, and a foot or more in width, so that on the earth as to prevent the edges of them from rising. The firms the best pavement in the world, and as durable as time. . . . Main street, for the distance of about one mile, presents a proud display of wealth and grandeur. Houses of two and three story stones in height standing upon solid foundations exceed anything of the kind in the Western States. The stores, filled with the commodities and manufactures of every clime and every art, double the eye; the ringing of bells and the rattle of the guns belonging to the numerous steamboats in the harbor, the cracking of the coachman's whip and the sound of the stage-driver's horn, salute the ear. The motley crowd of citizens, all well dressed, hurrying to and fro, the numerous strangers from all parts of the world almost, visiting the place to sell or buy goods, the deeply loaded dray cart, and the numerous pleasure carriages rolling to and fro, arrest and rivet the attention of a mere traveler like myself.

There are at this time about one thousand two hundred dwelling houses in the town, mostly built of brick. Many of them are equal to any in the Atlantic cities. The bed of the river opposite the town supplies the stone used in building, and the crowbar is all the instrument needed to obtain them. Kentucky river and its vicinity furnish beautiful marble, and the brickyards in the suburbs of the town supply the best of brick. Boards, shingles, and scantling, manufactured from white pine, are brought down the Ohio river in rafts from the sources of the Alleghany river, black locust posts are brought from the State of Ohio in the same manner, and red cedar from the cliffs along Kentucky river. The vast quantities brought here render these articles very cheap in this market. Stone and lime being in the immediate vicinity, bricks being made on the spot, and every article used in building always in abundance on hand, renders building cheap. It is said, though, that lots are dear—the more to be regretted, as it will prevent the immediate growth of the town, at the rate it otherwise would.

Mr. Atwater characterizes the court-house as "a very handsome structure." He found "the library of more than five hundred volumes" in the south wing. Twenty-eight persons were confined in the jail for various crimes, from murder down to petit larceny. The prison at Jeffersonville, and the situation of Louisville at the head of an obstruction in the river, sufficiently accounted, he thought, for the prevalence of crime here. There were six churches—Catholic, Baptist, Presbyterian, Episcopal, Methodist, and African—the Kentucky Marine Hospital, Mr. Butler's Academy "in a handsome brick building," and twelve common schools besides private instructors in many families. The theater, "a handsome one of brick," three painting offices, "on a large scale," six hotels, "three of them on an extensive scale," and many manufactories, receive due notice from this intelligent observer. Ten thousand hog-heads of tobacco were now annually exported, and \$80,000 worth was made up at home in various forms. The facilities of Louisville for manufacturing are eulogized as "unrivalled in some respects," and are otherwise noticed at some length. The soap and candle factory, so far as he knew, was the largest of the kind in the Western States, having a productive capacity of twelve thousand pounds of soap weekly and one thousand of candles daily. Of the market, Mr. Atwater said:

The market-house is a neat building and well supplied twice a week with beef, pork, ducks, chickens, eggs, venison, wild fowls, fish from the river, turkeys, wild and tame ones included, with all the necessaries and not a few of the luxuries of good living, in abundance and very cheap. For apples, peaches, and strawberries in their season, this market is unrivalled. European grapes, melons, and cherries are not wanting in their seasons. The town is well supplied with fuel, and in summer times always at hand to give it a proper temperature. I like those of every other Western town, the tables at the inns are loaded with a vast abundance of well-prepared food. Abundance may be sometimes found in the East, but her permanent abode is in the Western States, where the very poorest man has always enough and to spare.

This writer closes his notice of Louisville with some genial and friendly remarks about her people:

Including Shippingport, Portland, and the other villages around the Falls, the population now amounts to about fourteen thousand. The people themselves, it will be remembered, who conceivably settled here, emigrated from Virginia. They are not unduly different from the most respectable in the West. A worthy man will never want for a neighbor, and that is not the place in the world for me of an opportunity to visit. The constant influx of strangers has rendered the people here shrewd observers of men. If a bad man, an

active police instantly detects and punishes him for the worst first offence. In the stranger's face a good man, he is instantly taken by the nose, all his words are carefully scanned, and he is sternly rebuked. The professional parties men are highly gifted, and their talents are duly appreciated and rewarded. At present I cannot suppose, however, no aid went to their number is needed.

In the town I can say with great truth, that order and good family government everywhere prevail; that the youth are trained up by their parents to virtuous habits; and the excellent moral principles are inculcated in the youthful members of both sexes. Better parental government never existed on earth than I found in this town.

There are, probably, more elegant edifices in this place than in any Western town. Their houses are splendidly furnished, and bright, clean, and I saw more large mirrors in their best rooms than I ever saw anywhere else. Paintings and mirrors adorn the walls, and all the furniture is splendid and costly. More attention is bestowed on dress among the young gentlemen and ladies of Louisville, than with those of Cincinnati.

There is one trait of character among the Louisville people, common indeed throughout the Western country, which must strike the Eastern man with surprise; and that is the ease with which any decent stranger becomes acquainted with them. Instantly, almost, he may be said to become acquainted with the people, without any sort of formality. The wealthy man assumes nothing to him on account of his wealth, and the poor man feels no abasement on account of his poverty, and every man stands on his own individual merits. The picture is true to the life.

The hospitality of this people consists not solely in furnishing the guest with the best of everything the house affords, but all his inclinations are consulted (I mean virtuous ones), and every art, thought, and device is used to please and comfort him. He may set his day and hour to leave them, but before they arrive some new inducement is held out to him to tarry longer, and finally he will find it almost impossible to leave them. Their perceptions are instantaneous, their manners are highly fascinating, and he must be a bad man, or a very dull one, who is not highly pleased with them.

To the man of fortune, to the scholar and man of science, to the manufacturer and industrious mechanic, Louisville may be recommended as a place where as much happiness is to be attained as will fall to his lot anywhere in the world. Industry and enterprise here find a certain reward. This is Louisville.

MR. SEYMOUR.

George Seymour in 1826 married Charlotte Jones and settled at Louisville. Their parents with their respective families had removed from England in 1820 to Indiana—the Seymours coming from the Isle of Wight, the Joneses from Portsmouth. Mr. Seymour became a river man, being engaged in flat-boating for a while; in 1827 he commenced steamboating on the Ohio and Mississippi rivers, and continued in that business until his death in 1851, at the age of fifty-one years. He was an earnest member of the Methodist church. His widow and several of his children still reside at Louisville. He bore a high reputa-

Louisville was the very first city in the West, and almost the first in any part of the country, to see the great advantages of the new means of transportation, and to act intelligently and promptly upon her knowledge. The Lexington & Ohio Railroad, now being surveyed and soon to be built from Lexington to Louisville, is reported to be the second steam road constructed in the United States. A fuller account of its history is given elsewhere in this volume.

A NEW CHURCH.

April 17th of this year, the Second Presbyterian Church was organized, by colonization from the First Church of this denomination. It had then but twelve members, but received five hundred and fifty during the next fourteen years, and had two hundred and forty eight in its congregation by 1844. Its church building was put up on Third, between Green and Walnut streets, and the new society enjoyed a high degree of prosperity. Its first Pastor was the Rev. Mr. Sewall, who resigned in 1836. The Rev. Dr. E. P. Humphrey subsequently enjoyed a long and successful pastorate with this church, as also the late Dr. Stuart Robinson.

EDUCATION.

The first public school in the new school-house was opened on the first Monday of September, with Mann Butler, the historian, at the head of the Grammar department, Rev. Daniel C. Banks of the Female Department, and Mr. Alexander Ewell of the Primary Department.

On the 30th of the same month, an act of Legislature was passed, authorizing and directing the Trustees of Jefferson Seminary to convey half its property to the city. This conveyance was not effected, however, until April 7, 1844.

THE DAILY JOURNAL.

was among the new things of the year. Its establishment will be fully considered in a future chapter.

TINKERING THE CHARTER.

Several costly projects of public improvement were now under active discussion—as the bridge across the Ohio and the railroad to Lexington—and there were fears that the city council might be induced by the pressure being brought to bear in certain quarters for appropriations, to vote away an undue proportion of the public money.

A partial safe-guard was accordingly provided, in the procurement of an amendment to the city charter, which prohibited the borrowing or appropriation of any money from the treasury of the city, without the consenting vote of an absolute majority of the entire membership of the council. This would hardly be thought sufficient in later days, as regards the appropriation to public enterprises, without the confirmatory vote of the people; but it seems to have been thought quite sufficient at that period.

A DESTRUCTIVE TORNADO.

visited the vicinity of Louisville during or near this year, in the month of June. It struck and crossed the river about six miles above the city, and thence moved nearly eastward. Mr. Collins says:

Near the river, through the table lands between North and South Green creeks, a local platoon, about three miles long. Here, upon a plain, and directly upon them, two hundred feet wide, a mass of clouds, an immense fiery forest of wind and fire, moved, and, in a few moments, until it reached a line of the northern edge of the platoon, about three miles in extent, it forthwith parted, and the southern part of the platoon, at that instant, disappeared.

Another disaster this year was much lamented—the explosion of the powder-mill which had been erected six years before on Corn Island. The destruction was complete, and several of the employees were killed.

CORN ISLAND AGAIN.

Mr. Hugh Hays, of Louisville, from whose communication to the Courier-Journal in February, 1882, we derive several interesting facts, says of the renowned island at this period:

In 1830, a new set of a temporary population on Corn Island. It soon became celebrated for its barbecues, picnics, brandies, champagne, fish parties, etc. By this time the Western country commenced to move in the way of steamboats and "broad-horns" (or in plain English flatboats). The canal just opened, with Major Frank McHenry in charge, was now a life and death. Steamboats going, or coming through the canal, or ascending and descending the Falls, made it look as if civilization had just opened its eyes to progress. The disciples of Izak Walton were frequently visitors to the island. During the summer months could often be found Chancellor George M. Bibb, Fred. A. Kaye, Philip Meyers, Thomas Lewis, William Reed, Dr. Pendergast, and Wm. Wallace.

PROMINENT IMMIGRANTS.

In 1830 a strong, alert, enterprising young man arrived at the Falls of the Ohio, and determined to settle in Louisville. Robert Ayars was a native of Salem county, New Jersey, born May 22, 1804. He came here in the interest of

an iron worker on the Juniata, named Schona-berger, but soon formed other connections, and by and by a partnership in the dry goods business under the name of Rough & Ayers. He married a daughter of George Hicks, of Two Mile Precinct in this county, and resided up on the farm which she brought for more than forty years. He was a very active Whig, and prominent supporter of Henry Clay, then an ardent Republican, and at last for thirty years a moderate in his precinct. He was one of the four persons in the precinct who voted for Mr. Lincoln in 1860. He died at his farm, on the Bardstown road, about five miles from Louisville, February 11, 1882, leaving Mrs. Ayers still surviving.

During this year Mr. Thomas Clayland, a native of Talbot county, Maryland, came from Pittsburg to settle in Louisville. He deserves a permanent place in history, if for nothing else, as being the first to establish here a manufactory of white lead. He died in Louisville March 19, 1847.

Also came Mr. Edward Crow, a native of Cumberland, Maryland. He soon took a prominent place as a manufacturer, and was much respected as a citizen, but died some time before 1844. Mrs. Crow, a native of Baltimore and a very estimable woman, died March 27, 1855.

1831—MORE TINKERING.

With the year 1831, says Mr. Casseday, came another amendment to the charter, which provides that real estate in Louisville and the personal estate of all persons dying therein shall be subject to escheat to the Commonwealth, and vested in the mayor and council, for the use of public schools. Also that all fines inflicted in Jefferson county shall be vested in the same manner, the fund arising therefrom to be expended in the purchase of a lot and erecting buildings thereon for said schools. It also provides that jailor's fees for commitments for offenses in Louisville shall be paid out of the city fund. These amendments to the charter are so numerous and of such frequent recurrence that we shall hereafter be content with a mere allusion to them.

A mechanics' lien law also passed the Legisla-

ture this year, December 22d, specially to relieve ills complained of by house-builders in Louisville.

A BANK BUILDING.

was put up this year, expressly for the uses of the Branch Bank of the United States, though subsequently and for a long series of years used by the Bank of Kentucky. It was erected at No. 45 East Main street, and was ornamented with a small portico of the Ionic order of architecture.

The erection of the United States and Louisville hotels went on about the same time, or not long after.

THE LOUISVILLE LYCEUM,

which was established this year, under the encouragement and with the more direct aid of some of the most intelligent and prominent citizens of the place, on the 16th of September had the enterprise to send the sum of \$100 to Governor Metcalf, at Frankfort, to be offered as a premium for a rather singular but very sensible object, described in the offer as "the best theory of education, to be illustrated by the examination of two or more pupils who have been instructed in accordance with its principles." The Lyceum started off well, and for a time did excellent work; but it was evidently ahead of its time, and did not last more than a few years.

ON THE RIVER.

The canal around the Falls was now in full operation and doing a prosperous business. During this year 406 steamers and 421 flat- and keel-boats, with an aggregate tonnage of 76,323, passed through it, paying tolls to the amount of \$12,750.

The first line of steamers between Louisville and St. Louis was put on this year, by Messrs. Josephus F. Griffin, Captain French, and others. Their enterprise, was a very worthy one, and seemed hopeful; but it was not a success, and the company finally became bankrupt.

Steam ferryboats were now in use between Louisville and the Indiana shore. On the 8th of November, a terrible explosion occurred upon one of them, resulting in the death of four persons.

THE CONFERENCE AGAIN.

The Kentucky Conference of the Methodist Episcopal church returned to Louisville this year, meeting October 13th. Bishop Roberts,

who had presided during part of the last preceding conference here, was present, as also Bishop Hedding.

The third annual convention of the Episcopal Diocese of Kentucky was held in Christ Church on the 13th of June. It was the first of the kind in Louisville. Bishop Meade, of Virginia, was present, presided part of the time, ordained three deacons to the priesthood, and confirmed twenty-one persons.

MR. VIGNÉ'S REMARKS.

'Among the travelers of this year in the Ohio Valley was an intelligent London barrister, Godfrey T. Vigné, Esq., who lingered a little at Louisville, after his visit to the Mammoth Cave, and gave the city the following notice in his subsequent book, entitled *Six Months in America*:

Louisville is about ninety miles from the river. For the first twenty, the road runs along the banks of the Ohio, passing through the most magnificent forest of the continent I had ever beheld. There is nothing remarkable in the appearance of Louisville. It is a large and regularly built town, containing eleven thousand inhabitants. From this place the larger steamboats start for New Orleans. The boats that come from Pittsburg are of smaller dimensions, on account of the shallowness of the water. The course of the Ohio from Pittsburg to Louisville is about six hundred miles, and thence, to its confluence with the Mississippi, is nearly three hundred more. The length of the Mississippi, from its junction with the Ohio, is twelve hundred. The largest rapids of the Ohio are immediately below Louisville, and part of them may be seen from the town.

1832—THE CHOLERA YEAR.

This was a year of gloom and grief and business stagnation at Cincinnati and many other points in the Ohio valley, as well as elsewhere in the country; but at Louisville the scourge was scarcely felt, except in the fears evoked by its ravages elsewhere. The sanitary conditions and precautions were much more favorable than ten years before, when the pestilence of fever desolated the town. Elsewhere in Kentucky, also, the first year of the cholera left little sad memory of its passage.

THE GREAT FLOOD.

It was also the year of the tremendous inundation through the whole length and breadth of the valley, when the river rose at Cincinnati to the almost incredible height of sixty-two and a half feet above low-water mark. Incalculable mischief was wrought by it, but not so much

here as in many other places. Still, the youthful city felt the visitation of flood more than ever before or since. Mr. Casseday gives the following account of it:

In 1832 a new calamity came upon the city. This was an extraordinary flood in the Ohio. It commenced on the 10th of February and continued until the 21st of that month, having risen to the extraordinary height of fifty-one feet above low-water mark. The destruction of property by this flood was immense. Nearly all the frame buildings near the river were either floated off or turned over and destroyed. An almost total cessation in business was the necessary consequence. Contributions from the neighborhood were unable to get to the markets, the flood having so affected the smaller streams as to render them impassable. The description of the sufferings by this flood is appalling. This calamity, however, great as it was, could have but a temporary effect on the progress of the city, as will be seen hereafter.

Mr. Collin's figures of the rise at Louisville do not quite agree with those of Mr. Casseday. He says: "Above the crest of the Falls at Louisville, the flood-mark of 1832 is forty and eight-tenths feet above the low-water mark—that is, between the lowest and highest marks on record. Below the Falls, the total rise in 1832 is estimated at sixty-three feet—the same as at Covington."

The true statement is probably that made from official observation of the marks made by the Government engineers for the purpose at the head of the canal and foot of the Falls. They showed in February, 1832, a maximum height at the head of 46 feet above low water, and 69 below the Falls.

BUSINESS.

A large volume of business, nevertheless, was transacted here in 1832. From December 1, 1831, to August 4th, of this year, the following importations were made: Flour, 48,470 barrels; molasses, 6,309 barrels; loaf sugar, 4,318 barrels; New Orleans sugar, 7,717 hogsheads; mackerel, 12,037 barrels; salt, 16,729 barrels and 18,146 bags; coffee, 18,289 bags; tea, 63,500 pounds; china, etc., 1,170 packages; cotton, 4,913 bales; bagging, 33,411 pieces; bale rope, 26,830 coils; hides, 19,121; iron, 631 tons; lead, 231 tons; tin plate, 3,118 boxes; nails, 10,395 kegs. The whisky inspected during the same period was 14,627 barrels.

The City Directory, the first issue of which appeared this year, gave manufacturing statistics as follows:

One steam woolen factory, 40 hands, consumes 25,000 pounds of wool per annum.

steamboat east of Wall, between Water and Main. The Eagle Tavern was on the east side of Fifth, between Jefferson and Market, and the Columbian Inn on the north side of Main, between Preston and Floyd. None of the streets were yet numbered, which accounts for the omission of the descriptions.

The map accompanying the Directory, "Commons and published by E. D. Hobbs, city surveyor," is a large and carefully detailed chart of Louisville and its environs in 1831, admirably drawn and printed. Corn island, with its extensive shoal "visible only at a low stage of water," is a conspicuous feature. Abreast of it, in the canal, is a curious picture of the steamboat *Uncas*, as it appeared when passing through December 21, 1830. The Beargrass creek comes down to its old point of debouchure into the Ohio, a little below Third street, with the bridge at the foot of Second, across which the Cincinnati steamers were reached. Along the entire front of the city, at varying distances from the water, but quite near, opposite the entrance to the canal, the only line of bluff is indicated, with other slopes at and near the river's brink and along the Beargrass. The east line of the city was a little beyond Woodland Garden, running from a point opposite Crane's shipyard, on the Indiana side, nearly on a line with the present Ohio street, and crossing the South Fork of Beargrass at Geiger's mill. The west boundary was a projection of the east line of Shippingport across the canal and some way into the interior. Most of the city proper, however, was comprised between Floyd and Eighth streets, Green and the river. Within this space were all the public buildings, except the Marine hospital, then upon the present City Hospital tract, the Episcopal, Second Presbyterian, Catholic, and Baptist churches, the poor- and work-houses, and the powder magazines, most of which stood upon large blocks, not yet subdivided into lots. No street to the southward is delineated beyond "Prather," the present Broadway, part of which ran through "the forest primeval." A portion of the ancient "Common," partly subdivided, is shown in three lots, No. 1 extending from Floyd to East street, No. 2 from East to Fourth, and No. 3 from Seventh to Tenth. Green street had not yet been cut through to Floyd, but reached beyond that street. Excellently en-

graved views of the Marine hospital, the public school-house, then upon the site of the present Methodist church at the southwest corner of Fifth and Walnut, and of the canal bridge, appear at the corners of the map, and between the two former is inserted a small chart of the towns about the Falls, with the islands in the river,—among which, it should be noted, "Willow bar" does not appear, as it was not then in existence.

THE NEW UNITARIAN CHURCH.

was among the improvements of the year. It was erected on the corner of Walnut and Fifth streets, and was dedicated May 27th. The Rev. George Chapman, from Massachusetts, was its first Pastor.

THE PROPOSED BRIDGE.

made further progress this year, at least in the plans for its construction, by the visit to Indianapolis of a committee from Louisville, consisting of Messrs. James Guthrie, Samuel Gwathmey, and Daniel McAllister, to secure the incorporation of a company by the Indiana Legislature to aid in the building of the bridge. Such charter seemed necessary, in order to supplement the similar charter already granted by the Kentucky Assembly.

THE CANAL.

did a large business, more than doubling its receipts for tolls, which were \$25,756 tolls. The number of vessels passed were six hundred and thirty-two, four hundred and fifty-three steamers and one hundred and seventy-nine flat- and keel-boats, with a tonnage of 70,109 tons. It will be observed how much the number of inferior vessels had fallen off, there being this year only one hundred and seventy-nine flat- and keel-boats, against four hundred and twenty-one the year before. The era of the broadhorn was passing away.

THE FIRST CITY DIRECTORY.

The publication of this in 1832 is an event well worth notice. It was prepared and published by Mr. R. W. Otis, and contains much interesting and valuable matter, including a sketch of the history of Louisville, prepared by Professor Mann Butler, author of a history of Kentucky. The directories were not published with regularity every year for some time, as they were unsafe pecuniary ventures; but a very respectable line of publications of this kind is presented by the volumes of the last fifty years.

THE FIRST OLD FELLOWSHIP.

in Louisville or anywhere in the State of Kentucky was organized here. December 12, of this year, and called Bro. Lecky, No. 1, probably in honor of Daniel Boone, the pioneer. A sketch of the local growth of Old Fellowship will be given hereafter.

THE MEDICAL INSTITUTE.

was also among the foundations of the year. It too will receive full notice in another chapter.

ST. VINCENT'S ORPHAN ASYLUM.

was founded this year by the Roman Catholics, with the Sisters of Charity in charge. There were forty orphans in this institution in 1844, and one hundred and fifteen in 1852.

MAKING LARD OIL.

Patrick Maxey began the manufacture of lard oil here this year, by pressing the fat through leather bags; but presently gave up the attempt, as being too slow and costly. It was not until ten years afterwards that the cheaper and richer manufacture on chemical principles was begun by Mr. Charles C. P. Curby.

NOTICES OF LOUISVILLE.

The city, notwithstanding its growth in wealth, population, and manufactures, was still comparatively small in compass. On the north its buildings scarcely reached beyond the upper edge of Market street; on the east it was bounded by Preston street. Opposite the corner of Preston and Market was still the extensive and beautiful park occupied as the residence of Mr. James Overstreet, full of fine forest trees, which remained there four or five years longer, when the Germans began to fill up the East End.

The Rev. Timothy Flint's History and Geography of the Mississippi Valley, published at Cincinnati this year, while it still names Lexington as "the commercial capital of the State," rather inconsistently mentions Louisville as, "in a commercial point of view, by far the most important town in the State," and gives it a much more elaborate notice than the other receives. He says:

The main street is nearly a mile in length, and is as noble, as compact, and has as much the air of a maritime town, as any street in the Western country. . . . This important branch of the river commerce, which will not be made it a subject of pride. Most of the boats, except in New Orleans, are not there more than once a year, and except during the season of ice or of extremely low water, there is seldom a day a week

without an arrival from New Orleans. The ruin of the country, and the poverty of the people, is heard at every boat of the day, and the number, and the variety, has an adequate effect on the business and health of Louisville and the country around it. The country of which this town is the center, is not one of the most fertile, but best settled in the State.

Colonel Thomas Hamilton, brother of the very eminent Edinburgh philosopher, Sir William Hamilton, whose book on Men and Manners in America, published simply as "by the author of Cynl Thornton, etc.," has been highly lauded by the critics, was here in the early spring of this year, on his way to New Orleans, and made a few notes on the place. He remarks:

At Lonsdale the vessel terminated her voyage. It is a place of greater trade, I believe, than Cincinnati, though with scarcely half the population. Being tired of steamboat living, we breakfasted at the inn. We were at first ushered into the bar, already crowded with about a hundred people, all assembled with the same object as ourselves. At length the hall sounded, and the crowd rushed up stairs to the breakfast room, and I am struck. The meal was coarse and bad. The food was made with grease, and a sight of the dressed dishes was enough. Immediately opposite was a cold Press, to which I requested a gentleman to help me. He helped me to eat, and the whole body followed, and then he helped me to the dish with the drumstick.

The canal was then just about to be opened, the first boat passing through this year. Colonel Hamilton makes the following remarks upon it:

The work was one of some difficulty, and has been executed in the most expensive manner. Owing to the quantities of sediment which the river carries into it when in flood, I was sorry to learn that this new work is considered likely to prove a failure. As the canal is only to be used, however, when the river is low and consequently free from impurity, I cannot but think that, by the addition of floodgates, the evil might be easily remedied.

This year a number of the principal cities of the country, in both East and West, were visited by Rev. Drs. Andrew Reed and James Matheson, as a deputation from the Congregational Union of England and Wales to the American churches. In 1835 their Narrative of the Visit was published in two large volumes, in London. The first of these contains a notice of Louisville affairs, by Dr. Reed, from which we extract the following:

I instantly found on landing that we had indeed entered a slave State. A man of colour had offered himself to take my luggage and guide me to the inn. He was running his light barrow before me on a rough pathway. "Remember, Jacob, there are twenty-one stripes for you—twenty-one stripes, Jacob!" I asked an explanation. He said he was liable to punishment for wheeling on the path. The person who threatened him was a white man, and I thought it strange, and poor Jacob was evidently concerned at being detected by him, for, he said, he owed him a grudge. I do not an-

the press. Many of the leading editorial articles in the Journal in its early days were from his pen, and he enjoyed the entire confidence of its editor, the late George D. Prentice. A series of articles written by the young doctor on the Value of Railroads to Louisville, attracted much attention and aided greatly in the promotion of railway enterprises here. In 1838, Dr. Bell, with two others, conducted the Louisville Medical Journal, more lately the Western Medical Journal, which he edited alone for many years. Upon the outbreak of the late war he was made president of the Kentucky branch of the United States sanitary commission, and rendered very eminent service in that capacity to the soldiers of both armies. He wrote a valuable account of Cave Hill Cemetery, its history, geology, decoration, etc., which has been published in a neat pamphlet. To his skill in botany and taste in horticulture, it is said, Louisville owes much of her floral beauty and ornamentation with shrubbery and shade trees. Dr. Bell is still living, in a hale and healthful old age.

In the spring of this year there came to Louisville a poor young fellow from near Springfield, Massachusetts, without means or personal influence, named Horatio Dalton Newcomb. Beginning with the humble position of clerk in a small store, he advanced successively to a good trade in furs, a profitable warehouse and storage business, compounding spirits, and grocery-keeping, the house in the line last-named, H. D. Newcomb & Brother, eventually becoming the largest of its kind in the Western country. Warren Newcomb retired from it a millionaire in 1863, and Mr. H. D. Newcomb in May, 1871, also with an immense fortune, and devoted his business energies exclusively to the interests of the Louisville & Nashville Railroad Company. He had been elected in the spring of 1869 to succeed the late Hon. James Guthrie as president of that important thoroughfare, and now greatly enlarged its operations and influence, and carried it triumphantly through a series of financial trials that threatened total bankruptcy. In this he greatly overworked his strong and energetic brain, and in May, 1873, he suffered a stroke of paralysis, and steadily declined until August 18, 1874, when he took his leave of earth. "Died of the Louisville & Nashville Railroad" was the general verdict of the community.

Another immigrant of 1832 was Mr. W. H. Granger, at present proprietor of the Phoenix Foundry, on Tenth street, near Main. He is a native of England, but came to America when a mere lad, served seven years' apprenticeship to the foundry business in Belleville, New Jersey, and was twenty-three years old when he reached Louisville. In 1833 he opened a small shop on West street, between Fifth and Sixth, and in a few years had accumulated a large property. Disaster overtook him, however; and he testifies that it was the reading of Dr. Warren's remarkable novel, "Ten Thousand a Year," then new (about 1843), which inspired him to recuperate his fortune. He named one of his daughters Kate Aubrey, from the heroine of the story. She is now wife of Dr. John A. Ochterlony, one of the most prominent physicians and medical professors in the city. He also wrote an appreciative letter to Dr. Warren, in London, which the gifted author declared gave him more pleasure than any other of the kind he ever received.

Also came Mr. Benjamin Outram Davis, a native of Boston, Massachusetts, and grand-nephew of Sir Benjamin Outram, M. D., of the British army. Mr. Davis's sons are understood to be the nearest surviving male relatives of the distinguished hero of East Indian warfare, General Sir James Outram, M. D., of the British Army. Mr. Davis became an active business man in Louisville and leading officer in Christ church, and died here March 15, 1861.

Among the notable deaths of 1832 was that of James Hughes, a Pennsylvanian born, a prominent merchant here, and for a time President of the Branch Bank of the United States.

1833—THE CHOLERA AGAIN.

The dreaded scourge returned this year to Kentucky, and raged from about May 30th to August 1st, only two months, but with great virulence and deadly effect. Beginning at Maysville, it soon spread through the State, slaying large numbers in town and country. Within nine days after its appearance at Lexington, fifteen hundred persons were prostrated by it, and fifty deaths occurred on some single days. May places altogether spared in 1832 were desolated this year. Yet Louisville, alone of all prominent places in the

State, almost escaped the pestilence: the people, says Mr. Casseday, "hardly knew of its presence." At last the Falls City had earned a reputation for healthfulness and good sanitary conditions quite in contrast with its old and most unfortunate fame in this particular.

CHARTER AMENDMENTS.

By an amendment to the city charter, passed February 1st, the boundaries of Louisville were reviewed and established as follows: Commencing in the centre of the stone bridge across Beargrass, on the Louisville and Shelbyville turnpike, and running thence, on a straight line, to Geiger's ferry landing on the Ohio river, opposite Jeffersonville, and thence down the Ohio river, so as to include Corn island and the stone-quarry around the same, to the upper line of Shippingport, and thence with that line to its southern termination, and thence on a straight line to the intersection of the Salt River road with the Louisville and Portland turnpike, below the brick house, on the south side of said road built by Robert Todd, R. S., and thence with the Salt River road to a point on said road which will be intersected by the southern line of Louisville, when extended to said road, and thence with that extended line continued eastwardly to Beargrass creek, and thence down the middle of Beargrass creek to the centre of the stone bridge aforesaid.

Another amendment to the city charter provided that no street or alley could be laid out without consent of Council—that a jury should assess what damages should be awarded and what paid by persons injured or benefited by opening streets or alleys—that it should not be necessary for the Council to have alphabetical lists of the voters made out, except for the tax collectors and judges of the election—that those only should be eligible to office who are house-keepers or free-holders, and have paid taxes the preceding year in the city of Louisville—that the removal of a councilman from the ward in which he was elected should cause his office to be vacant, and that any vacancy occurring either in this way or by resignation should be supplied by the Council out of the said ward.

THE BANK OF LOUISVILLE.

On the 2d of February this institution was granted a charter by the State Legislature. Books were opened for stock subscriptions in

March, and within four days the large amount of \$1,150,000 had been subscribed, about two-thirds of it by Eastern capitalists. The limit of capital was fixed at \$2,000,000, but the Commissioners for taking subscriptions were allowed to cease at any time after half a million was taken. It was required that every Director should take an oath not to allow any violation of the charter.

About the same time, in view of the certain fact that the Bank of the United States would not be re-chartered, by reason of the election of General Jackson to the Presidency in 1832, the State Legislature started two other banks with immense capital—the Bank of Kentucky with \$5,000,000, and the Northern Bank of Kentucky with \$3,000,000. The like was done in many other States, and Mr. McClung, in his Outline History of Kentucky, is moved to say:

The result of this simultaneous and enormous multiplication of State banks throughout the United States, consequent upon the failure of the National bank, was vast, to increase the quantity of paper currency, and to stimulate the wildest spirit of speculation. The money-lenders of all commodities raised their prices for rapidly and steadily, and individuals, and all kinds of property, and with government for in securities of national importance and private speculation, upon the most gigantic scale. During the years of 1835 and 1836, the history of these States is the history of a bubble, and the market to borrow money, and every projected plan of trade, whether stock, water navigation, and turnpike roads, far beyond the demands of commerce, and in general without making any solid provision for the payment of the accruing interest or reimbursement of the principal. This fabric was too baseless and unreal to endure.

The way was thus prepared for the general suspension of specie payments by the banks of Kentucky and the United States in 1837, and the terrible financial disasters and suffering that followed for several years.

A savings bank was also established in Louisville during the year, with Mr. E. Crow as president, and E. D. Hobbs treasurer.

THE MEDICAL COLLEGE.

was established here about this time, under the charter which had been granted to the Centre College, at Danville.

THE LOUISVILLE MUSEUM.

was founded by a number of gentlemen organized as a stock company, of which Mr. J. R. Lambdin had had the general direction. Mr. Casseday says: "The collection of objects of natural history, of curiosity, and of vertu was extremely good." Some notices of the museum

were made by travelers visiting Louisville, and will be found in the entries we give. The collection long since disappeared.

THE CANAL.

was finished this year. Its tolls were greatly increased for 1833, amounting to \$1,737. The vessels passing through were 875 steamboats and 710 flat and keel-boats, with a tonnage of 169,885. According to Collins:

The completion of the canal produced a great change in the business of the city. The transportation of goods and business, the operation of the flour and other mills, and the manufacture of iron, and the various other concerns of Louisville, and the great employment of so many persons were made and business developed. Many of the great and industrial towns were obliged to seek new channels, and the transportation of one of the great advantages, but a more beneficial relation of things was needed.

SHAMERS BURNED.

A great fire occurred June 21, at the Louisville wharf, in which the steamboats Sentinel, Rambler, and Delphine were totally destroyed.

BLACK HAWK AND PARTY.

A short stay was made at the Falls April 13, by a party of Western Indians, including the famous Black Hawk, the principal instigator of the Indian war in the Northwest the year before, his son, Neopope "the Prophet," another Sack chief, and a young chief of the Foxes. They were on the steamer Lady Byron, in charge of Government officers, on their way up the river and to Fortress Monroe, to be detained there a short time as hostages for the continued peace and good faith of their tribes, which had been defeated in the war. Black Hawk was now sixty-seven years old, and did not much longer survive.

MANUMITTED SLAVES SHIPPED.

Another remarkable event on the river this year was the shipment, at Louisville, of one hundred and two freed slaves from Bourbon, Fayette, Logan, Adair, Mercer, and other counties. They were sent down the river to New Orleans, under the auspices of the Kentucky Colonization Society, by which \$2,300 were paid for their passage thence to Liberia in the brig Ajax, which sailed April 20th.

AN EDITORIAL COMBAT.

On the 23d of August occurred one of the several personal conflicts into which the late George D. Prentice, then editor of the Louisville

Journal and Focus, was drawn by the bitterness of political controversy. Meeting upon the street Mr. George James Trotter, editor of the Kentucky Gazette, at Lexington, with whom he had exchanged many sharp words in print, the parties opened fire upon each other with pistols, but they were separated before serious wounds were received on either side.

AN EDITORIAL PREDICTION.

The traveler-authors seem to have left Louisville out of their routes this year, and we have no extracts from their books to present. A Frankfort editor, however, who was here about this time, ventured the following prediction:

Whoever visits this city leaves it with the conviction that all elements are at work which mark the advance of a great commercial town, and urge it on till it has passed all the towns of the Ohio on the river for supremacy.

SANDY STEWART.

Some time this year died the noted "island ferryman," Sandy Stewart, a Scotchman born, who came first to the Falls in 1775, and for many years ran a skiff ferry from the mainland at Louisville to Corn Island.

1834—DISASTER AND GLOOM.

Louisville needed all the encouragement that could be afforded at this time. It was a period of darkness and fear in the business community. In February the Federal Government had felt obliged to withdraw the deposits made in the Branch Bank of Louisville to the credit of the Treasury of the United States, and used by the bank to great advantage as capital in its business. This Branch Bank had also been ordered by the Government to call in its loans, which amounted to \$226,000—\$76,000 more than the Branch at Cincinnati had out. The withdrawal of these large sums was very seriously felt, and indeed caused great financial stringency and distress. It threatened so much inconvenience and disaster that at last a meeting of citizens was called at the Court-house, to deliberate upon the situation. Mr. T. Gwathmey was Chairman of the meeting; Messrs. D. Smith and E. Crow, vice-presidents, and Messrs. C. M. Thrnston and Fred A. Kaye, secretaries. It was resolved to memorialize the Government for a return of the deposits; and the paper drawn up contained, among others, the following expressions:

[illegible]

Money had now to be borrowed, in many cases, at the ruinous rate of two and one-half per cent. a month. The rate of taxation was increased from six and one-fourth to ten cents per \$100 valuation of taxable property, and forty cents per share was assessed upon the stock of the Louisville Bank of Kentucky. Shortly after, however, February 22d, a charter was granted to the Bank of Kentucky at Louisville, with six branches and a capital of \$5,000,000, to which the State was to subscribe \$1,000,000 in five per cent. thirty-five year bonds (redeemable at discretion after thirty years), and \$1,500,000 more, payable in bank dividends as declared, unless a different mode of payment was preferred by the State. The annual State tax on the shares was limited to not less than twenty-five nor more than fifty cents per share. On the whole, as Mr. Casseday says, "this crisis does not seem to have produced very disastrous results here, but was probably more severe in anticipation than in reality." It is even possible, as political excitement ran very high, and as this removal of the deposits was very obnoxious to one of the political parties, that the evil was a foreboding induced by their own fears, and of such a character as actually to produce a temporary depression in business. And this opinion is supported by the fact that no material change seems to have taken place in the onward progress of the city. The policy and propriety of establishing

WATER WORKS

had been for some time under discussion, and in this year the city went so far as to purchase a site for a reservoir on Main, above Clay street. This project was very soon abandoned, but whether from the pressure of the times or from the opposition of many of the citizens does not appear in any record of the period. The incorporation and survey of

TWO THUNDER COME-ANDS.

the Bardonia and Louisville, and Elizabethtown and Louisville, during the same year, would, however, seem to incline us to believe that it was not given up for the want of means. "The State affairs, even if as bad as represented in the memorial, does not seem to have thrown a very deep or settled gloom over the community. On the contrary, an incident of the period would seem to show a light-heartedness and freedom from care not common in times of distress."

AN ANCIENT EURELSQUE.

Mr. Casaday continues:

This and the other similar appearance in the streets of the town, vary in number, and are, since known as the Cornish Frolics. They were introduced as a harbinger of the militia drills, then of biennial occurrence here. The procession was led by an officer, mounted on a private Dutch Landstoomer, supported by a band, mounted on an equally overgrown animal, whose hide was painted of the following description:—"The skin of a black cat." This horse, which in turn wore a sword of mighty proportions, on whose trenchant blade was written in letters of scarlet the motto—"Beware of the Cat." The leader was followed by a band of equally singular characters, long men on short legs, little boys on enormous toady backs, and, indeed, up from out the commonest man, clothed in his best, with a worthy head-dress and arms visible, men of all essential characters, and of all walks of life, and, of a thousand other knights of fanciful costume, and all marching with headship to the martial danger of the pious, the braying of milkhous, the shrill sound of whistles, the piping of cat-calls, and the ceaseless din of penny-trumpets and cornstalk fiddles. This procession halted in its progress through the streets in front of the residences of the officers of the militia, and after saluting them with a flourish of music, made them a speech, and cheered them with a chorus of groans. After marching bravely through the principal streets, this procession suddenly disappeared from public view, never again to greet the sunlight.

NEW HOTELS.

The Louisville Hotel was now finished and in operation. It stood upon the site of the present hostelry of that name, and was built upon the general plan of the Tremont House at Boston, having a handsome portico, with Doric columns.

The erection of the old Galt House, upon the northeast corner of Second and Main streets, was begun soon after, and carried to completion the next year, when Louisville was equipped, for the accommodation of the traveling community, with at least two fine hotels.

HONORS TO LAVELLE'S MEMORY.

The news of the death of Lafayette, which occurred in France May 20, 1834, was received in

Louisville something more than a month afterwards, and evoked the liveliest expressions of sympathy and regret. A meeting was held July 15th, at which resolutions were passed recommending the closing of stores and other places of business on a certain day, which was to be devoted to suitable obsequies in honor to the memory of the deceased patriot. The funeral processions ever formed in the city, with every trade and profession here practicing respect to it, was formed and moved through the principal streets of the city, halting finally in the large lot owned by Mr. Jacob. Here a eulogy upon the hero of at least two revolutions was pronounced by M. R. Wigginton, Esq. The participants in these ceremonies afterwards wore crepe on the left arm for thirty days. "The whole proceedings of the day," says Mr. Casseday, "were highly creditable to the city, and highly worthy of the occasion."

ANOTHER NEWSPAPER.

The Louisville Notary was a new journalistic venture, started this year by Messrs. D. C. Banks and A. E. Napier. It was short-lived, and never attained to much influence in the city or anywhere that it circulated.

A FAMOUS AUCTIONEER.

In this year came to the city a future sweet singer in verse, a young Maryland girl, who maiden name was Amelia B. Coppick. She was born February 3, 1819, near Chesapeake Bay, and was brought to Louisville by her parents when fifteen years of age. Here she soon began to develop poetic genius; but published nothing until she was eighteen, when in 1837 a poem with the modest signature "Amelia," which soon became renowned far and wide, appeared in the Daily Journal. Mr. Pientiss, who well knew how to gauge her merit, gave it a most complimentary and encouraging preface, which added her to a speedy and extensive popularity. Her poems were published in a volume in Boston eight years afterwards, and in ten years passed through ten editions. She was married in June, 1838, to George Welby, a merchant of Louisville, and died here May 3, 1852, aged only thirty-three. She was the most famous poetess Louisville has yet produced. Mr. Casseday, writing of her in connection with the funeral poem of 1837 and the appearance of her first published poem this year, says:

It was in the hot hour of the noon and of a season which particularly marked the community, that the modest poetess put on record a noble effort, and her noble effort was rewarded by a noble success. A young girl, almost and unprepared, and unknown to all but her friends, stepped forward to meet a public tribunal, a world of readers, a vast series of numbers, but of no calculating power, home and foreign, to give the poem a welcome and a reward, and alluringly captured who it was that under the simple signature of "Amelia," and *Amelia* it is, that the West took a stride before nothing was yet met, and with the power of the noble, vigorous, and vigorous "Amelia" had found caught up, for the first time, the heart of the Union, and sang in every possible tongue, and in every form, every strain of our vast domain. "Such genius could not long remain unknown; and soon the name of its possessor was proclaimed through the columns of the Louisville Journal, but the name gave no clue to the source, where this negative power had been derived. For the many the readers would had passed away. The genius of the writer was acknowledged and forgotten by them. But the true lovers of her art followed her for many years with looks of admiration, regard, and affection; and still, though her harp has long lain untouched, await with anxiety and hope for new strains from the lyre they have loved so well.

The readers of this work will be pleased to have in convenient and permanent shape one of the best known and most popular poems of Miss Welby, which we accordingly present below:

THE RAINBOW.

BY AMELIA B. WELBY.

I sometimes have thought, in my loneliest hours,
That heaven has sent me the dew on the flowers,
Of a rainbow I feel one bright after rain,
When my heart was as light as a feather in June;
The green earth was moist with the late fall showers,
The breeze fluttered down and blew open the flowers,
While a single white cloud to its haven of rest
On the white wing of peace floated off in the west.

As I threw back my tresses to catch the cool breeze,
That scattered the rain-drops and dimpled the seas,
Far up the blue sky a fair rainbow unrolled
Its soft tinted pinions of purple and gold.
'Twas born in a moment, yet, quick as its birth,
It had stretched to the uttermost ends of the earth,
And, fair as an angel, it floated as free,
With a wing on the earth and a wing on the sea.

How calm was the ocean! How gentle the swell!
Like a woman's soft bosom it rose and it fell;
While its light sparkling waves, stealing laughingly o'er,
When they saw the fair rainbow, knelt down on the shore.
No sweet hymn ascended, no murmur of prayer,
Yet I felt that the spirit of worship was there,
And bent my young head in devotion and love,
'Neath the form of the angel that floated above.

How wide was the sweep of its beautiful wings!
How broad the descent, how wide the ascent!
It floated so freely, two hundred fathoms,
If I looked on the ocean, the rainbow was there;

* Gallagher's Review of "Amelia" in the Hesperian for 1839.



That form my earthly state, that I should die;
As the flow'rs of the meadow that wither and die;
Like the leaves of the forest, that only last a day;
It came from the seed and came to the seed.

These are moments, I think, when the other world
Is the common sense of the mortal mind;
When the fields of the here and the here-again
Like the flowers of the meadow that wither and die;
And the leaves of the forest that only last a day;
The thought that I am here, that I am here;
In the fullness of the life of the world;
All entering with pleasure and with joy to live.

I know that each moment of my mortal life
But shortens the links in life's mystic chain;
I know that my time, like the leaves of the forest,
Must pass from the earth, and lie cold in the grave;
Yet O! when I think of the life that is to be,
When I think of the thought that the world is to be,
May Hope, like the rainbow, my spirit enfold
In her beautiful vision of people and of God.

The Rev. Benjamin Orr Peets, of the Episcopal church, was another notable arrival of the year, coming hither from Lexington. He was a son of Major Valentine J. Peets, an officer of the Revolution, who settled in Mayaville in 1783. He became a successful teacher, was President of Transylvania University two years, opened a select school for boys in Louisville, and was the first rector of St. Paul's church upon its formation in the spring of 1835. Three years afterwards he went to New York city, to take charge of the educational interests of the church, but returned to Louisville and died here August 20, 1842.

Lawrence P. Maury probably came from Bath county, Kentucky, where he was born, this year. He was Deputy Postmaster for a number of years, and his devoted labors in this responsible post are believed to have shortened his life. He died in September, 1852, aged thirty-nine.

MR. HOFFMAN HERE.

In March Louisville entertained for an hour a distinguished visitor, in the person of the gifted poet, Charles Fenno Hoffman, author of the drinking song parodied by the temperance societies—

Sparkling and bright, in its liquid light,
Is the wine our goblets gleam in;
With blue and red and many a bed
The bee delights to dream in—

but now alas, and for nearly fifty years, an inmate of an insane asylum in Pennsylvania. In his beautifully written book, entitled *A Winter in the West*, he gives the following paragraph to this region:

The Fall of the Ohio, and the numerous rapids, are no longer among the objects which meet the eye of the passing traveler on the route. They are now wholly avoided by the steamboat canal, which, commencing two miles below Louisville, terminates at the wharves of that flourishing city. The rapid and the fall, and the solid grandeur of the scenery in the falls region, a tributary of admiration from one side to the other, is lost in this great improvement in the navigation of the river.

Our friends who stopped for an hour at Louisville, and I seized the opportunity to ramble through the town. It is unusually beautiful, with broad and well-paved streets, many fine buildings, and a fine view of the river. The numerous hotels there is one much superior in external appearance and interior arrangements to any establishment of the kind we have in New York. The shops, which are large and airy, and very shrewdly displayed of goods, and the spacious and substantial warehouses, with the numerous stores continually pouring in and out, the caravans of well-dressed people in the streets, and the opportunity of transacting business in front of the town, give Louisville the appearance of being the greatest place of business upon the Western waters. I have never so much enjoyed, as that evening and reported even in the brief time that our boat lay-to; and when we again got under way, it was with a company with several others.

Mr. Hoffman adds the principal statistics of the place and a statement of its leading material facts in a foot-note, which presents nothing of special interest.

AN AMENDMENT

to the city charter was made this year, one section of which permitted the raising of money on the city's credit for the erecting of water-works, and the other required the inspector of liquors, an officer now on duty here, to mark upon the head of each barrel inspected the degree of proof of the liquor it contained.

1835 MORE AMENDMENTS.

made this year, prescribed the annual valuation of property for taxation by January 10, authorized the city marshal to collect bills for duties performed in summoning juries, and granted power to the city to vote a stock subscription in aid of the Frankfort & Ohio Railroad Co.

The first train on this railroad reached Frankfort January 25 of this year, from Lexington, in two hours and twenty-nine minutes, and was welcomed with great enthusiasm.

GAS WORKS.

The city was also authorized, February 28, to levy and collect a tax of \$250,000 a year for four years, or \$100,000 in all, for the construction of gas works.

THE FIRST RAILROAD.

in the city of Louisville was not in operation this year. It was a part of the old Lexington & Ohio arrangement, but at this date now ran only from the corner of Main and Third streets to Portland, a distance of about three miles. At the other end cars were running from Frankfort to Lexington; but they did not reach Louisville from that direction until 1831, when the depot here was established at Jefferson above Brook street. Mr. Casseday says:

This road was intended to connect with the Lexington and Ohio railroad. It was kept in repair but a very short time. The citizens on Main street, who then sat at Eighth were violently opposed to the road, and the country to its usefulness. After the establishment of the Frankfort line here, the profit of the road was so small that it was abandoned, but it did not long enjoy the character ascribed to the road was determined by its application to connect some of the citizens, as opposed to some, but it was of little to all.

Fuller particulars of the earlier railways have already been given in a chapter in our General Introduction to this work.

A CENSUS.

The population of the city, as ascertained by a special census taken this year, was 19,967. It had increased 9,631,—that is to say, had nearly doubled,—in five years. As, however, the census taken by the Federal Government five years afterwards showed but 21,210 inhabitants, it is altogether probable that, as in the case of other enumerations taken under similar circumstances, there was a decided tendency to inflation in the special census. But there can be no doubt of a good, healthy, steady growth during all these years. Filling the ponds, draining the city, and other sanitary measures, together with comparative exemption from cholera, had contributed greatly to attract immigration hither, notwithstanding the hard times were beginning to set in.

THE TAX LIST.

of the year shows a considerable increase in the value of city property. The leading items are as follow:

Real estate and improvements valued at	\$10,425,449
Personal property	211,259
Tythes, white and black, 1860 at \$150	7,449
31 first-rate stores at \$50	2,550
42 second-rate stores at \$50	2,100
57 third-rate stores at \$40	2,280
62 fourth-rate stores at \$25	1,550
68 hacks, 130 drays, 34 waggon, 11, 124 carts, \$2	1,260
50 coffee-houses at \$50	2,500

104 worth of property	500
68 coffee-houses at \$50	3,400
68 carts, carts at \$40	3,840
80 carts, carts at \$40, and 100 carts at \$40	7,000

THE EXPORTS.

from Louisville for the six months from January 1st to June 30th were given in these figures: Tobacco, 1,337 hogheads; tobacco, 114 boxes; bacon, 2,813,560 pounds; tallow, 140 barrels; whiskey, 14,613 barrels; flour, 19,999 barrels; lard, 64,713 kegs; hemp, 38 tons; bagging, 63,348 pieces; hulk rope, 42,030 coils; pork, 14,419 barrels; linseed oil, 72 barrels.

THE MECHANICS' INSTITUTE.

of Louisville was incorporated by the Legislature this year, and a beginning made of intellectual and professional improvement among the artisans of the place. Unfortunately, the society did not become permanent, while the Ohio Mechanics' Institute, started at Cincinnati a few years before, has grown to be one of the most successful and important institutions of the Ohio Valley.

THE ORIGINAL GALT HOUSE.

was built in 1835, at the corner of Main and Second, upon ground occupied for many years by the residence of Dr. Galt, and which was purchased by him. The new hotel was a small affair, compared with the present Galt House, containing only sixty rooms. It was opened by Major Aris Throckmorton, long proprietor of the leading hotel here, the "Washington Hall," on Main, between Second and Third streets, and by Isaac Everett. They conducted it for several years, and the house became famous under their administration. It was burned in 1865, when the erection of the present Galt House was begun.

WALKER'S FAMOUS EXCHANGE.

was established this year, by William H. Walker, on the subsequent site of the National Hotel, Fourth street, near Main. He was encouraged to open this by the leading Whigs, who had abandoned for some reason a neighboring public house, which they had long frequented. They transferred their patronage to this place, which became very notable and successful, and reaped for its owner a large fortune. About twenty years afterwards, in 1855, the Exchange was removed to Third street, between Main and Market.

THE ORPHAN ASYLUM.

founded by the Episcopalian of the city, opened October 1, 1835, with six orphans, on the north side of Market, between Ninth and Tenth streets.

A NEW PASTOR.

The Rev. E. P. Humphrey, afterwards Doctor of Divinity, began his labors in November of this year, as pastor of the Second Presbyterian church, on Third street. He remained in this relation until 1853, when he retired and went to the Theological Seminary at Danville as Professor of Church History. He returned to Louisville in 1866, organized the College Street Presbyterian church, and remained engaged in useful and honored public labors here, which have not ceased even to this day.

THE CHOLERA.

making its annual return, as it did in one part of the country or another for several years about this time, caused a few deaths in Louisville in July. Elsewhere in the State, in both July and August, it was very destructive, in one place (Russellville) nearly decimating the population, taking one hundred and twelve, or one in twelve of the whole number of inhabitants. In Versailles, about the middle of August, one in every fifteen of the people was taken off within ten days. The continued and extraordinary exemption of Louisville from severe visitation was the subject of general remark, and is a peculiarly bright spot in her history.

DR. MILLER COMES.

This year came to Louisville Dr. Henry Miller, an eminently successful practitioner at Harrodsburg, who had been induced to remove hither by the hope of founding a medical school in the young city. The attempt did not then succeed, but upon the reorganization of the Medical Institute two years afterwards, he took in it the chair of Obstetrics and Diseases of Women and Children, and remained in the professorship for the long term of twenty years, when he resigned, May 14, 1858. Nine years thereafter, he was recalled to the University, with which the Institute had long before been incorporated, by the creation for him of a special chair on the Medical and Surgical Diseases of Women. In 1849 he published an important Theoretical and Practical Treatise on Human Parturition, the re-

vised edition of which appeared ten years afterwards under the title *Principles and Practice of Obstetrics*. He wrote much also for the medical and public journals. He died February 8, 1874, having been a successful practitioner for more than fifty years, especially in the diseases of women, who came from far and near to receive his treatment. He was the first physician in Louisville to use anesthetics in obstetrical practice.

THE HON. MR. MURRAY HAS HIS WORD.

The Hon. Charles Augustus Murray, a scion of British aristocracy, included Louisville in his tour of this year in America. His remarks, in part, are thus given in the first volume of his book of *Travels in North America*:

Louisville is a very active, busy town, containing about 20,000 inhabitants. In the spring and early part of the summer it is crowded with fugitives from the neighborhood of New Orleans, on their way to their various places of refuge from pest and disease. The hotel is a spacious building, and might be called *La Fontaine*, had it not been finished in so cheap a manner that, although I saw it only a week after it was opened, the plaster was soiled, and in some places broken up, and the floor, even itself looked as if it had been built more years than it had seen months. In front there is a large portico, supported by ten columns; behind which are the dining-rooms for the guests, and in summer the shade of the portico renders it both a tempting and agreeable resort. The proprietors were very attentive, and one of them, a good-looking, gentlemanly man, about thirty years old, was so much more smartly and gaily dressed than any of the company myself included that I thought he must be a Frenchman from New Orleans, and thus inquired his name and occupation.

I went out to the race-course, as the spring race-meeting was going on, and saw one or two heats in very good time. There was but a small attendance, either of beauty or fashion, and I did not stay long enough to avail myself of the opportunity which such a scene offers, for making observations on the more rough and unpolished portion of society. Indeed, the swearing of some of the lower orders in the West, especially among the horse-traders and gamblers, would shock ears accustomed to the language of Billingsgate or a London gin-shop, so full is it of blasphemy, and uttered in a deliberate and determined tone, such as to induce the belief that the speaker really wishes the fulfilment of the curses which he imprecates. I have heard the vulgar oaths of many countries, as the French, the English, the Irish, and Scotch (which last three have different safety-valves of wrath), the Dutch, the German, the Italian, and the Portuguese. Of course they are all vulgar, all more or less blasphemous and disgusting to the ear, but I never heard them so offensive, or so slowly and deliberately uttered, as in the mouths of the Western and Southwestern Americans. It is but justice to the United States to say that this is a vice not generally prevalent, and is held in the same estimation there as it is in Britain.

Louisville is an active and thriving town; but like all the others in the West, wretchedly lighted and paved *at present*.

It is necessary to mark the two words, and in this most wonderful portion of the world, the fulfilment of the vision of a condemnation notice are not likely to be true for more than twelve months.

1836 - PROGRESS.

During the summer of this year one hundred and ten stores and one hundred and fourteen dwelling-houses, all of a respectable and some of a superior class, were put up in the city. The cost of store-rents was steadily going up; and, says a contemporary writer, "as for dwellings, it would be impossible to rent one, finished or unfinished. And these improvements resulted from the natural advantages of the place, and not from the completion of any of the works to which the city had always looked as the precursors of greatness."

A new school building was erected on Jefferson street, between Floyd and Preston, and another on the corner of Grayson and Fifth. Both were occupied in the fall of this year.

The aggregate of sales by the forty-seven largest wholesale dry-goods and grocery houses during the year was officially stated at \$12,128,666.16—from which may be inferred the immense total of all the business of the year.

The taxable property of this city this year, in round numbers, was officially valued at \$14,000,000. Upon this a tax of fifty cents on the \$100, or one-half of one per cent., was to be collected. The municipal expenditure of the year was estimated at \$135,000.

THE BRIDGE, TOO,

made apparent progress. After long discussion, it had been decided to use the charter bestowed by the Legislature some years before, and contracts for the construction of the bridge were made. The corner-stone of the great work was laid with due solemnity and ceremony September 7th, at the foot of Twelfth street, near the site of the old fort upon the shore, and only two squares above the present Kentucky terminus of the bridge to Jeffersonville. Wilkins Tannahill, Esq., was the orator of this occasion. The stock was reputed to be fully subscribed, and high hopes of the enterprise were entertained, but they were completely dashed by the failure of the contractor to go forward. Increasing financial difficulties checked the making of new

contracts; no further work was done, and the project waited forty years for its full embodiment.

A RAILROAD COMPANY

was also chartered, to construct a railroad from Cincinnati to Charleston, South Carolina, with a capital of \$6,000,000 and a branch, among others, from Cincinnati to Louisville. This scheme, although never consummated, was really the germ which has flowered and fruited in the present Cincinnati Southern railroad.

THE OLD COURT HOUSE.

was razed to the ground this year, in preparation for the immense and costly building whose construction was commenced, in the very face of the financial disasters, the next year.

NEW JOURNALS

were started in 1836, to the number of two. One was the City Gazette, a daily newspaper, whose publication was begun by Messrs. John J. and James B. Marshall. The other was a literary and religious monthly, which had been published for some time in Cincinnati, but was brought to Louisville this year and conducted by the Rev. James Freeman Clarke, then the young Pastor of the Unitarian church here, and now one of the most distinguished divines and authors in Boston. This publication, the Western Messenger, was, we believe, the first monthly magazine in the city.

A CITY POLICE COURT.

By the ninth amendment to the city charter, passed February 28th of this year, the Mayor's Court, which had theretofore been the tribunal for the punishment of offenders against the city ordinances, was abolished, and a Police Court constituted instead. It was a court of record, with a judge appointed by the same authority as selected judges of other higher courts, and to receive a salary of \$1,200 per annum. The City Prosecutor was to be appointed by the Mayor and Council. The court might summon grand juries, was always to be open as a police court, and also hold a monthly term, beginning on the first Monday in each month, for the trial of pleas of the Commonwealth.

The same act of the Legislature provided amendments fixing the salary of the Mayor at \$2,000 a year, extending the eastern and northern boundary of the city three hundred feet

above Geiger's Ferry landing, and obliging all offices of insurance in the city to file with the Mayor a copy of the charter of any company represented by them.

ARRIVALS.

The Rev. Benjamin T. Crouch, one of the most remarkable men then in the Methodist ministry in Kentucky, came to the Fourth Street and Eighth Street Methodist Episcopal churches this year. Full notice of him, with characteristic anecdotes, will be comprised in the chapter on Religion in Louisville.

The noted English florist, Edward Wilson, came to Louisville in 1836, bought the small business of Jacob Berkenmyer, and opened a large florist's establishment on the north side of Jefferson, between Preston and Jackson streets. His business finally became a great success, and one of the notable industries of Louisville. He sold his stock in 1860, and his green-houses, residence, and grounds in 1865, the whole for \$25,000. It is said that the sash he bought from Berkenmyer, more than fifty years old, and the first under which flowers were grown in the city, is still in use as the covering of one of George Walker's green-houses.

I. O. O. F.

The Grand Lodge of the Order of Odd Fellows, for the State of Kentucky, was organized in Louisville September 13th of this year.

THE COLD WINTER

of 1835-36 registered during at least one short period the low degree, for this latitude, of eighteen below zero. In had gone to 15° below the previous winter.

1837—THE FINANCIAL CRISIS.

The great event of 1837 in Louisville, as in every other city, town, village, hamlet, and country neighborhood of the United States, was the monetary panic. We have already exhibited some of the causes of it. Mr. Casseday says further:

The next year brought with it by far the most terrible calamity that had ever affected the city. The last few years had been years of such unexampled prosperity, confidence had become so thoroughly established, credit was so plenty, and luxury so courted, that, when the unexpected reverse came, the blow was indeed terrible. On the 19th of April, the Banks of Louisville and of Kentucky suspended specie payment, by a resolution of the citizens so authorizing them.

Previous to this, the banks all over the country had stopped; another awful commercial crisis had arrived, and one which Louisville felt far more severely than she had felt the former. Instead of passing lightly over her, as before, the full force of the blow was felt throughout the whole community. House after house, which had easily rode out the former storm, now sunk beneath the waves of adversity, until it seemed as if none would be left to tell the sad story. A settled gloom hung over the whole mercantile community.

Main street was like an avenue in some deserted city. Whole rows of houses were tenantless, and expectation was upon the tiptoe every day to see who would be the next to close. Each feared the other; all confidence was gone; mercantile transactions were at an end, and everything, before so radiant with the springtime of hope and of promise, was changed to the sad autumn hues of a fruitless year.

The day previous to the suspension of the Kentucky banks—which Mr. Collins fixes upon May (not April) 19—there had been a run upon the Louisville banks, and \$45,000 in specie were drawn out. When the banks shut their doors, they had in their vaults \$1,900,000 in specie, and but \$3,300,000 in their bills in circulation; so that it was quite practicable for them to have continued the transaction of business, had it been deemed expedient. The next month a great public meeting was held in the city, and resolutions were passed calling upon the Governor to convene the Legislature in extra session, in the hope of relief by statutory provisions of some kind from the daily tightening pressure. The Governor was urged upon all sides to call the Assembly together, but declined to do so. When that body met in regular session, it legalized the suspension of the banks in the State, and refused either to compel them to resume specie payments or to forfeit their charters. The Rev. Mr. McClung, in his Outline History, thus continues the narrative:

A general effort was made by banks, government, and individuals, to relax the pressure of the crisis as much as possible, and great forbearance and moderation was exercised by all parties. The effect was to mitigate the present pressure, to delay the day of reckoning, but not to remove the evil. Specie disappeared from circulation entirely, and the smaller coin was replaced by paper tickets issued by cities, towns, and individuals, having a local currency, but worthless beyond the range of their immediate neighborhood. The banks in the meantime were conducted with prudence and ability. They forebore to press their debtors severely, but cautiously and gradually lessened their circulation and increased their specie, until after a suspension of rather more than one year, they ventured to resume specie payment. This resumption was general throughout the United States, and business and speculation again became buoyant. The latter part of 1838 and nearly the whole of 1839 witnessed an activity in business, and a fleeting prosperity, which somewhat resembled the feverish ardor of 1835 and 1836. But the fatal disease still lurked in the system, and it was the hectic flush of an

unmolested, but the daily flow of traffic, which crowded the way, on the contrary.

THE PROGRESS OF LOUISVILLE

did not altogether stop, however. The village of Portland, which had become a legalized town only three years before, was this year annexed to the city, by common consent of its people and those of Louisville.

The fine building for the Bank of Louisville, which was already in course of construction on Main between Third and Fourth streets went on to completion. It had elegant Ionic columns, "but the facade is too much compressed to show its proportions and beauties." The City Directory of 1838-39, passing this criticism, proceeds also to say: "Such a person as a professional architect was unknown in this place until lately, and architecture had neither professors, pupils, nor subjects."

The new First Presbyterian and St. Paul's Episcopal churches were also among the improvements of the year.

The following estimate of articles handled at Louisville this year was made by the compilers of the Directory for 1838-39: 14,000 cubic feet of stone used by the stone-cutters. "It is estimated by those acquainted with the business that 100,000 cubic feet could be used. 3,200 tons of iron of all descriptions; 16,000,000 of brick; 39,000,000 feet of lumber made use of and sold for lower markets; 700,000 bushels of coal; 2,500 hogsheads of tobacco; 200,000 bushels of domestic salt; 10,000 cords of wood by river; 20,000,000 shingles.

EDUCATION.

The Louisville Medical Institute was re-organized and reopened this year. The celebrated Dr. John Esten Cooke came from Lexington, to unite in the management and instruction of the institute.

The Collegiate Institute of Louisville was established November 27, by ordinance of council, in the buildings of the old Jefferson Seminary.

Much more will be said of these, and of the status of education in the city at this time, in a future chapter.

OTHER NEW THINGS

In this year of general disaster were the incorporation of the Louisville Manufacturing Company

and the establishment of a periodical, called *The Western Journal of Education*, edited by the Rev. B. O. Peers, Rector of St. Paul's Episcopal Church, and issued from the office of the *Daily Journal*. Like most ventures of this kind, it was destined to an early grave.

BARBECUE TO WEBSTER.

Kentucky was visited this year by the celebrated Daniel Webster, who was then in the prime of his magnificent powers. The Great Exponent was received, of course, in the State of the Great Commoner, with boundless enthusiasm. He accepted public dinners at Maysville, Lexington, Versailles, and Louisville, the last of these occurring May 30th. A large deputation of citizens rode to a point twelve miles from Louisville, where Mr. Webster, his family, and other traveling companions, were met and escorted to the city. Here the Mayor delivered an address of welcome, and invited the distinguished guest to attend a barbecue in the vicinity the next day. Nearly four thousand persons assembled to see and hear the city's guest, and the occasion was one of exuberant joy and festivity. Casseday records that "Mr. Webster addressed the citizens in his usual felicitous manner."

GOOD TYDINGS.

This year and the next the Methodist people of Louisville were favored with the ministrations of the Rev. Richard Tydings, for the long period of sixty years a useful and finally eminent traveling preacher in the Methodist Episcopal connection. During the later years of his life he held a superannuated relation to the Louisville Conference, doing such clerical work as his waning strength would allow. He died on the banks of Salt River October 3, 1865, but his remains, with those of his wife, rest in the Eastern Cemetery of this city.

BALLOON ASCENSION.

The first particularly notable balloon ascension, from any point on Kentucky soil, was made at Louisville July 31, by Richard Clayton, an aeronaut from Cincinnati. He had ascended from Lexington in 1835, but only made a trip of fifteen miles; this time he accomplished a voyage of at least one hundred miles. His ropes were let go at ten minutes before 7 P. M., and he came down three-fourths of an hour afterwards four miles south of Louisville, where he spent

street mains had been laid, and there were 2,370 private service pipes and 925 street lamps. The annual product had risen from 6,545,810 cubic feet in 1842 to 37,512,100 in 1858. The city had derived, within two years, a revenue of \$44,256.32 from its stock in the company. The capital invested in the works was \$140,349.78.

THE GALT HOUSE TRAGEDY.

December 15th of this year occurred the famous "Galt House tragedy," which was in hot discussion in the *Common Journal* thirty-five years afterwards. Mr. Collins gives the following statement of it:

Two brothers from Mississippi, Jackson and Dr. Williamson, and their companion, George Robinson, Virginia, John Mandough, were attacked in the office of that hotel in Louisville, where they were guests, by John W. Rottwell, — Rottwell, — Meel, William, Home, Henry Chapman, William Johnson, and five or seven others, and each of the attacked Rottwell and Meel, and wounded two others, and were themselves wounded and killed. The trial, at the charged venue granted by the Legislature, took place at Harrodsburg in March, 1839; and the jury acquitted them, after being out but a few minutes. They were prosecuted by the Commonwealth's attorney and Hon. Benjamin Hardin; and defended by Hon. John Ross, Colonel William Brantley, Colonel Samuel Davis, John B. Thompson, Charles M. Cunningham, James Taylor, and C. M. Wooten, and by the brilliant Mississippi orator Hon. Sergeant S. Prentiss. It was one of the most remarkable of the criminal trials of America.

1839—ORGANIZATIONS AND CHARTERS.

The famous Louisville Legion, whose members have given it renown in two wars, had its origin this year, January 21st, in an act of the Legislature authorizing it, and providing that it should be composed of the three principal arms of military service, infantry, cavalry, and artillery.

Mt. Moriah Lodge No. 106, Free and Accepted Masons, was chartered January 15th. Thomas J. Welby was the first Master of this Lodge. The late George D. Prentice was one of its members.

The Kentucky and Louisville Mutual Insurance Company was incorporated this year.

The Ladies' Provident Society, for the relief of the poor, was also a creation of 1839. Mr. Casseday says of it:

This society was organized in the best possible manner, and was of very great value to the city. A depot for the reception of donations of food, clothing, etc., was established, where also work was provided for such indigent females as failed to find employment elsewhere. The city was divided

into wards, through which delegates of each ward visited, was apportioned, and the poor in each district were carefully and judiciously attended to. No better scheme for ameliorating the distress which certainly befell the poor could have been conceived, and it is worth remembering that this noble monument of charity no longer exists. . . . The South Branch Free Society, which is an association of Scotchmen for the purpose of relieving any necessitous persons of their own countrymen who may be in Louisville, was also instituted at this time, and still does its most important

The Right Worthy Grand Encampment of the Independent Order of Odd Fellows, was organized here November 21. The following named officers were installed: Henry Wolford, M. W. G. P.; Peleg Kidd, M. E. G. H. P.; Levi White, R. W. G. S. W.; Jesse Vansickles, R. W. G. J. W.; S. S. Barnes, R. W. G. Scribe; John Thomas, R. W. G. Treasurer. But two Subordinate Encampments had been formed in Kentucky, both chartered by the Grand Lodge of the United States: Mt. Hope, No. 1, at Louisville, August 18, 1834, and Olive Branch No. 2, at Covington, May 15, 1837.

ST. PAUL'S CHURCH.

October 6th of this year the Rev. Mr. Jackson, Rector of Christ Episcopal Church since July, 1837, and the greater part of the congregation, removed their membership to the new St. Paul's Church, of which Mr. Jackson became Rector. Mr. Collins, abridging from Dr. Craik's History of Christ Church, says:

Mr. Jackson was a preacher of great eloquence, much of which was owing to his habit of frequent extempore preaching. After some years of service in St. Paul's, he was struck down while in the act of writing his sermon for the following Sunday: "By eternity then, by an eternity of happiness, we demand your attention to your own salvation. It is Solomon's last great argument, and it shall be ours. With this we shall take our leave of this precious portion of God's word." These were his last words, written or spoken—to be sounded as a voice from the dead, in the ears of successive generations of the people of Louisville.

DR. DANIEL DRAKE.

This distinguished Cincinnati physician and medical professor came hither this year, to take a place on the staff of the Louisville Medical Institute. He remained here about ten years.

"AMERICA" IN LOUISVILLE.

During 1839 a very attractive young woman appeared in this country, declaring herself to be America, a lineal descendant of Amerigo Vespucci, the Florentine navigator whose discoveries in the New World, by the accident of a narrator, gave the general name to the Western hemis-

phere. An exile from her native land, and in some financial strait, she had come to the United States in the hope of receiving aid from the Government, on account of her reputed ancestor's services nearly three and a half centuries before. Much sympathy was expressed for her here, and Mr. Prentice opened a subscription for her at the business office of the Journal, but she declined to receive private aid, saying: "A national boon will ever honor the memory and the descendant of Amerigo Vespucci; but America, even as an exile in the United States, cannot accept an individual favor, however courteous and delicate may be the manner in which it is proffered."

AN ACTOR-PREACHER.

The Rev. Charles Booth Parsons (afterwards D. D.), who had been an actor, was this year licensed as a Methodist minister at Louisville. He subsequently became Presiding Elder of the Louisville District, and in 1858 was Pastor in charge of the Shelby street Methodist Episcopal church. He was a powerful revivalist, an elegant yet forceful writer, and otherwise a strong man. Mr. Parsons died at Portland December 8, 1871.

VARIOUS MATTERS.

The first iron steamer on a Western river or lake, the Valley Forge, Pittsburg-built, passed the Falls in December of this year, bound for New Orleans.

October 16 the Kentucky banks, including those at Louisville, again suspended specie payments, on account of the steady drain of specie from them to aid in meeting the demand for exportation to Europe. They had on hand at the time \$1,158,351. During the year their total resources in specie had decreased \$505,336, and \$1,477,987 of their circulation had been called in.

In March Judge Wilkerson and William Murdrough, of Mississippi, were tried at Harrodsburg, under a charge of venue, for their share in the murderous affray at the Galt House the previous year. They were defended with great ability and eloquence by that wonderful Southern orator, Sargeant S. Prentiss, and acquitted.

A great four-mile race occurs at Louisville September 30th, for a purse of \$14,000, in which Wagner, the winner in the last heat, came in only ten inches ahead of Grey Eagle, winning the race in 7 minutes and 44 seconds.

SOME PLEASANT RECOLLECTIONS

of life in Louisville in the earlier and middle thirties are comprised in a communication of Patrick Jones, Esq., of the famous old family, to the Courier-Journal of January 5, 1868, which we have by his courtesy, and from which we make the following extracts:

The old ball-tavern stood on the south side of Jefferson street, between Fourth and Fifth streets. The court-house was then standing on the east lot and fronting Sixth street, and the poverty-stricken day was scattered along Sixth and along Jefferson streets.

Have you forgotten poor old Jake Martin and his dingy little bakery and grocery in the frame shanty on the south side of Main between Fifth and Sixth, and Schuler's candy shop, with his candy marble jars, arranged in mosaics? There were no bad smells and no enough to Shuler's drug store to prevent damage from excess. We shod hard by at Mulhikin's or at Beyroth's, and bought our spelling-books at Rice's book-store, adjoining. People in those days, who wanted a chance to look, had to be by daylight at the market-house, between Fourth and Fifth, with the mayor's office over it.

What an event it was when the old Harrison House on the corner of Main and Sixth streets and the House below were torn down to give way to those monstrous structures—the Franklin House, the Light House, and the Louisville Hotel of those days. How grand those new edifices looked to us as story was piled on story until we were lost in bewilderment at their immensity. We would not believe that Paris or London could boast of such colossal buildings. Nothing had equaled them since the days of the Temple or the Tower of Babel. I remember of telling a boy cousin that "Louisville had two houses bigger than his whole town."

What a wonderful place to us was the old theater on Jefferson, between Third and Fourth streets.

Stuckney's circus, before the circus had any of its new classic names, used to hold forth back of Scott Gloré's present stand, and with the other boys you and I used to follow Lon Lipman and Frank Wilmot around the streets as though they were walking demigods, deeming it an honor if they would call us by name in the crowd. The elephant was the only lion, greater than a real acting circus boy. Excuse the bull. Richards, you remember, was the clown. How racy and original were his jokes, the same that our grandfathers heard, the same that our grandchildren will laugh at.

Snethen's gymnasium [a school], a little later was on Second street, south of Walnut, and his boys wore uniforms—swallow-tailed coats with bullet brass buttons. He would not allow them to come with bare feet to school—a new-fangled idea then—but rumor used to say that notwithstanding this glittering outside they suffered in the flesh.

Old man Goddard, as the young world called him, had his school under the Unitarian church, and these two schools were rivals. Goddard's boys got the start of the others, and perpetrated the following elegant refrain, with which they used to make the streets hideous in a small way.

Snethen's pigs are in a pen,
Curt get out rid now and then;
Where they get it they are in a pen,
About of Goddard's goose.

Emphasis and accent very heavy on the last syllable of the last line, I can almost hear them now.

All below Twelfth-street was a "waste," if not "howling wilderness." We had to drive upon cows from that "waste," and I can recollect what our heavy loads were of the danger of a part of the world as we were going to be done by the creek. . . . The great football ground for many years ago was between Fourth and Fifth, on Chestnut. Our running place, when we did not go to the track, was the dog-pen in Longgrass, near Chestnut or Broadway, to reach which we had a long walk through corn-crocks and weeds, but with Paddy's guide to the struggling and head-down-towner.

CHAPTER IX.

THE SEVENTH DECADE.

1840.—Population and other Statistics—Gasworks in Operation—Louisville College—Fountain Museum—Fudge of Antiquity, No. 115, Free and Accepted Masons—Tenth Amendment to City Charter—The Great Fire—Visits of President-elect Harrison and General Van Rensselaer—Revolutionary Soldiers—What Mr. Buckingham Saw here—Mrs. Steele also—And George Conder Patrick H. Pope. 1841.—Growth of Manufactures—Taxable Valuation of the City—A Quick Trip—Duel between Clay and Wickliffe—Military Disappointment—Bishop Patrick Mearns Edwards, the Forger. 1842.—Valuation—Water-works—The Blind Institutions—Museum of Literary Association—Canal Charter Amended—Editorial Affray—Death of Rev. Benjamin O. Peers—Charles Dickens at Louisville, and What He Said about It. 1843.—The State Capital—Steamer-buildings—More Patchpokes—General Assembly of the Presbyterian Church—The Louisville Democrat Started—Death of Hon. John Rowan. 1844.—The Courier Started—Business Growth—Steamer Explosion—Death of Revs. D. C. Banks and William Jackson—General Assembly of the Old School Presbyterian Church. 1845.—Population—Business Statistics—Valuation—The Canal—Methodist Episcopal Church South—Test of Kentucky and Russian Hemp—River Frozen Over. 1846.—The Mexican War—Louisville & Frankfort Railroad—University of Louisville—The New Theatre—Curious Post-office Statistics—Breach of Promise Case—Mr. Zion Lodge, No. 147, Free and Accepted Masons—Hon. John James Marshall—Mr. Mackay's Remarks. 1847.—Assessments—Business—Clerical and Ecclesiastical Notes—Newspapers of 1847—Law School—Tremendous Flood. 1848.—Population, Etc.—Cave Hill Cemetery Opened—Mr. Peyton's Visit and Observations—Hon. William J. Graves. 1849.—Cholera in Louisville—First German Daily, the Anzeiger—Corner-stone of the Cathedral Laid—Emancipation Meeting—Notable Deaths—The Quickest Trip yet—Visit of President-elect Taylor to His Old Home—Lady Emmeline Stuart Wortley here—Valuation.

1840—POPULATION AND OTHER STATISTICS.

Notwithstanding the exaggerated estimates or careless enumerations of population which had been made from time to time during the last

decade, the census-takers of the Federal Government were able to find but 21,210 inhabitants in Louisville this year. This, however, was an increase, from 10,311 in 1830, of 10,899—1009 immigrants, very nearly, every year, or more than 105 per cent in all. Portland, however, which had 398 inhabitants in 1830, and Shippingport, whose 606 of population were also then separately enumerated, were now included in the total census of the city, reducing somewhat the actual increase from the above calculation. Jefferson county had added but little more to its inhabitants than the growth of the city, showing an increase of 12,367, or a rise from 23,979 to 36,346—a trifle more than 53 per cent. The State at large had grown in 10 years by 91,911, or but 13½ per cent, now numbering 779,828—590,253 whites, 180,258 slaves (increase of 10½ per cent.), and 9,317 free blacks.

The following are details of the Louisville census: White males, 9,282; females, 7,889; total, 17,171. Slaves, 3,420; free colored persons, 609; total blacks, 4,029. Mr. Casseday remarks: "This census is not considered authentic, as many transparent errors were found in various parts of it. Other computations, made from reliable data at the same period, give the city 23,000 to 24,000 inhabitants. As the former number, however, has received official sanction, it would be idle to dispute its correctness."

He also furnishes the following statistics of business in Louisville, as ascertained by the census: 1 commercial and 11 commission houses in foreign trade, with a capital of \$191,800; 270 retail stores, with a capital of \$2,128,400; 3 lumber yards, with a capital of \$52,000; 2 flouring-mills, 2 tanneries; 2 breweries; 1 glass-cutting works; 1 pottery; 2 ropewalks; 7 printing offices; 2 binderies; 5 daily, 7 weekly, and 3 semi-weekly newspapers; and 1 periodical. Total capital employed in manufactures, \$713,675. One college, 80 students; 10 academies, 269 students; 14 schools, 388 scholars.

The value of taxable property in the city now was: In the Eastern District, \$8,558,321; Western District, \$9,565,185; total, \$18,123,506. Mr. Casseday gives the assessment of the year (perhaps of real property alone) as \$13,340,194—more than triple that of 1830—and adds in a foot-note:

Speculation in city lots ran very high at this time, and

property here an enormous better value. A wife be re-membered, this feeling was not confined to Louisville, but was prevalent all over the Western country. This was the era of speculations in Western lands, and the crowd could not be recalled with propriety by most Western men.

THE GAS WORKS,

for which Legislative provision had been made by the charter of a company in 1830, with power to create a capital of \$4,000,000, erect gas and water works, and do all banking business except to issue bills, were finished and set in operation this year. The new light was adopted at once in all the stores and shops, and in most of the dwellings of the wealthier residents, as well as upon the principal streets. It was the first city in Kentucky lighted with gas. Mr. Casseday, writing twelve years afterwards, had not yet recovered from the exuberant feeling consequent upon its introduction. He says:

The city is better supplied with gas, and better lighted than any in the United States, if not in the world; most of the wealthier citizens use it in their dwellings, and all the shops are lighted with gas. The perspective view of the masses of brilliant lamps stretching away in the distance is very beautiful, and very attractive to strangers. Before the introduction of this sort of light, the city had been for twenty-three years greatly infested by robbers who, favored by the darkness, made nightly attacks upon passengers through the streets, striking and disabling them with "colts," and in no few instances murdering them outright. Residents were seldom attacked by these banditti, but the streets were considered unsafe for strangers. Finding it impossible to pursue their avocations where the streets were brilliantly illuminated, these gentry changed their place of operations immediately on the lighting of the town, much to the relief of the citizens as well as the re-establishment of the fair fame of the city.

THE LOUISVILLE COLLEGE

was chartered this year, on the 17th of January, as lineal successor of the old Jefferson Seminary. There were fourteen public schools in the city this year besides. A new free-school system, abolishing the monitorial system and all tuition fees was introduced.

The Franklin Museum was also an incorporation of the year.

The Lodge of Antiquity, No. 113, Free and Accepted Masons, was chartered by the Grand Lodge of Kentucky in September. Mr. John R. Hall was the first Master.

THE TENTH AMENDMENT

to the city charter, passed February 17th of this year, changed the city limits so as to begin at the northwest corner of the former town of Portland and run thence with its line to the southwest corner of said town, thence to the south-

west corner of the city on the Shippingport & Salt river road, thence with the city line to low-water mark on the south fork of Beargrass, thence to the northwest corner of James Southard's land, common to him and Pettit, on the Bardstown turnpike road, thence with Southard and Pettit's line to the middle fork of Beargrass to low-water mark, thence to a point, formerly Jacob Geiger's upper corner, on the Ohio river, thence north across the river to low-water mark, thence with the river at low-water mark to a point due north from the beginning, and thence across the river to the beginning.

THE GREAT FIRE.

This is one of the leading historic events of the city's century of life. It was the first extensive conflagration from which the place had suffered, and the greatest in any period of its annals, in proportion to the size of the city. It is still traditionally known as the great fire. Beginning at midnight, in John Hawkins' chair factory, between Main and Market streets, on Third street, it extended almost to the post-office, then on the corner of Third and Market streets, and north as far as Main. Thence moving down Main street, every building was burned to within two doors of the Bank of Louisville. Here farther advance was stopped, only to proceed across the street, where ten large buildings were consumed before the devastation could be stopped. In all thirty buildings were burned and the loss counted up beyond \$300,000. In the main the houses were importing and commercial stores, out of which many of the goods were saved. The burnt region was quickly covered, however, with buildings of a more durable character than before, so that, in the end, the disastrous event may be reckoned as a gain to the city rather than a loss.

SOME DISTINGUISHED VISITORS.

This was the great year of the Harrison campaign, forever memorable in the history of American politics. The hero of Tippecanoe—"and Tyler, too"—received a majority in Kentucky of 25,873, the largest given by any State in the Union, and which came within 6,743 of equalling the total vote of their opponents. A few days after the election, and when the fact of his choice for the Presidency was placed beyond question, the General visited Louisville on

private business, and thence journeyed to Frankfort, Lexington, and Shelbyville. He was everywhere received, as here, with unbounded enthusiasm, but declined all public demonstration of honor. In Frankfort he received his friends in the same room in which nearly a generation before (June, 1812), he had received from Governor Scott his commission as major-general of the Kentucky volunteers, which he resigned at the close of the War 1812-15.

In July General Solomon Van Rensselaer, an old soldier of the Revolution, who had also been a captain at Fort Washington, Cincinnati, in 1794, was revisiting the Valley of the Ohio, and was very handsomely entertained in the Queen City. Desiring also to see him in Louisville, a committee of citizens was appointed July 10th, consisting of Messrs. George M. Bibb, William Cochran, J. E. Pendergrast, Francis Johnson, John O. Cochran, George W. Anderson, and William H. Field, to visit or write to the distinguished veteran, and "in the name and on behalf of the citizens of Louisville, tender him a public dinner at the Galt House." He declined this honor, but came and spent a day in Louisville, during which a large number of citizens called upon him, and many flattering attentions were shown the old warrior.

An enumeration of Revolutionary soldiers still surviving and residing in Jefferson county was made this year, exhibiting five of the veterans, of ages from seventy-six to ninety-five. Their names will be found in our Military chapter.

WHAT MR. PUCKINGHAM SAW.

Another distinguished visitor of this year was Mr. J. S. Buckingham, an English traveler of some note, who published no less than eight elaborate volumes of narratives of his travels in North America. In the third volume of his book on The Eastern and Western States of America, he says:

We reached Louisville from Frankfort soon after 6 o'clock, having been ten hours performing a distance of fifty-two miles, and the fare being \$4 each. We lodged at the Galt House, whose apartments had been kindly given up to us by the family with whom we had traveled through the greater part of our day, and who, not requiring their rooms immediately as they lived usually at the Galt House, allowed us to occupy them; their absence did not annoy us, so that we were most comfortably lodged and accommodated.

During the week that we remained at Louisville, there were various causes of excitement all in action at the same time.

Those among us which the Kentucky Colonization Society had drawn together a great number of persons, as they are called here. A large bazaar, or fair, was holding in the city, to raise funds for establishing a colony. Program-making, and literary, philosophical and scientific, were here strangely mingled; and all the arts of the most worldly trick and imposture, from the conjuring of experienced traves, while poor Indians were pointed in the eyes of the citizens by the gates, reached for credit to the populace. The theatre and the concert were at the same time crowded every night at the houses of private actors and actresses, and concerts, given at the public hall-room, were also well attended. After these, or rather contemporaneously with them, several religious meetings were held, connected with a great Baptist convention, which met here during this week, to hold its anniversary. To crown all, the city was said to be full of gamblers, this being the season in which they periodically ascend the river from New Orleans, and usually stop here for a month or two, before they scatter themselves among the fashionable watering-places, to allure their game. Many of the haunts of these gamblers were pointed out to me, and no pains were taken to conceal them. Their persons also are readily recognizable, by the greater style of fashion and expensiveness in which they dress, and the air of dissipation by which they are marked from other men. Pistols and bowie knives are carried by them all; while their numbers, their concentrated action, and their known ferocity and determination, make them so notorious, that neither the company nor the public authorities seem willing to take any bold or decisive step against them; and while lottery companies abound in all the principal streets under the sanction of the public, it would be difficult to justify any interference with any other kind of gambling without suppressing this at the same time.

The town is well laid out, as to symmetry of design, but it is greatly inferior to Cincinnati in size and beauty. It has no background of hills to relieve its monotony, no gradual rise from the river to show its buildings to advantage; and its reddish-brown aspect, from the great mass of the houses being built of brick, gives it a gloomy air, compared with the brightness of Cincinnati, in its buildings of stone.

The streets have brick pavements at the side ways, and are the only ones I remember yet to have seen without posts or awnings to shelter the passengers from the sun, though the latitude 38° 18' north is nearly two degrees farther south than New York, in which, as in almost every one of the Northern cities, this convenience is provided. The central parts of the streets are paved with narrow slabs of limestone, standing on their edges; and the roughness of a ride over these in one of the hackney coaches of the town, is equal to the punishment of a corduroy road, and makes riding more fatiguing than walking, its only advantage being the shelter afforded from the sun. The principal streets are lighted with gas; but by far the larger portion of the town is without lights or lamps.

Of the public buildings, there are not yet many of great beauty; though one is now in the act of being erected—a new court-house—which will be a splendid edifice, and cost upwards of \$500,000. It is at present nearly roofed in, is built of fine hewn-stone, in excellent taste and proportions, and will be, when completed, the greatest ornament of the city. The old Court-house, the Marine hospital for boatmen, the academy, and the city school-house are the only other public buildings of the place; and there is nothing in the architecture of either to command admiration.

There are eleven churches in the city—two Episcopalian,

since the gentleman's History of Louisville was published. The manufacturing interest has come to be one of the heaviest here, and in its capacity, as measured with the population and wealth of the place, will compare favorably with that of any other city in the country.

THE TAXABLE VALUATION

in the city this year was \$6,575,501 in the Eastern district, and \$8,236,273 in the Western, making a total of \$14,771,774, nearly three and a half millions less than that of the year before.

ANOTHER QUICK TRIP

of a steamer from New Orleans to Louisville was made in May of this year, the Edward Shippen arriving on the 14th in five days and fourteen hours, making twenty-two stoppages on the way.

A DUEL

was fought on the previous day near the city, with pistols, at forty paces distance, by *Cornels* M. Clay and Robert Wickliffe, Jr., of Fayette county. Neither party was harmed.

A GRAND ENCAMPMENT

of military was had July 1 to 4, at Oakland, near Louisville, in which twenty companies participated, from the city and from Cincinnati, Columbus, Dayton, Ohio, and several places in Kentucky.

BISHOP FLIGHT

this year removed the Roman Catholic Episcopal See of Kentucky from Bardstown to Louisville. We reserve fuller notice of this and several related matters for another chapter.

MONROE EDWARDS,

the forger, a part of whose career had been in Louisville, was arrested October 12, in Philadelphia, and \$44,000 gained by his remarkable forgeries and other rascalities, found in his trunk. He was taken to New York, where he was tried and convicted.

1842.

The Eastern District of the city had this year a valuation of \$6,275,226, and the Western, \$6,306,448. Total, \$12,581,674; \$2,192,370 less than that of 1841, and nearly one-third less than that of 1840.

The city was authorized by the Legislature,

January 31st, to construct water works, and to issue bonds in aid thereof, at a rate of interest not exceeding eight per cent.

February 5th, the State Institution for the Education of the Blind was established by the Legislature, at Louisville, and \$10,000 were appropriated for it out of the common school fund.

The Mercantile Library Association was incorporated the same day.

The charter of the Louisville and Portland Canal Company was so amended by the Legislature January 21st, as to provide for the selling to the State or General Government of stock held by private persons, or the use of the net income in the purchase of stock—all for the purpose of making the canal eventually free from tolls.

The old Louisville Democrat was started about this time.

Another street fight in which an editor was concerned as a principal, occurred in Louisville September 26th. Mr. Godfrey Pope, of the Louisville Sun, shot and fatally wounded Mr. Leonard Bliss, Jr.

The Rev. Benjamin O. Peers, first rector of St. Paul's, and the subject of a previous notice, died here August 20, 1842.

Also died this year, July 13th, the Hon. John Rowan, who will receive full notice in our chapter on the Bench and Bar.

THE IMMORTAL DICKENS.

Charles Dickens, the novel-writer, then best known as "Boz," and still a very young man, was in Louisville a short time in the early spring of this year, on his way from Cincinnati to St. Louis, and again for a night on his return. Some amusing stories of his appearance and manners during this visit are related; but we will let him tell his own tale, as found in his *American Notes*:

There was nothing very interesting in the scenery of this day's journey, which brought us at midnight to Louisville. We slept at the Great House, a splendid hotel, and were as handsomely lodged as though we had been in Paris, rather than hundreds of miles beyond the Alleghenies.

The city presenting no object of sufficient interest to detain us, on our way, we resolved to spend next day by another steamer at the Falls, and to pass about noon at a suburb called Portland, where it would be delayed some time against the morning tide.

The morning after we crossed a bridge to reach, through the town, what we might call a suburb, the streets being cut out at right angles and planted with young trees. The buildings are shabby and blackened from the use of bitum-

this year, which was felt here and throughout the State, though no great amount of injury was done. The shock took place at five minutes past nine in the evening of January 4th, and lasted full half a minute. Several other convulsions of Meader Fath had been felt in parts of the State, especially in Northern Kentucky since the famous and prolonged series of 1811-12; as that of December 12, 1817, and those of July 5, 1827, March 3, 1828, November 26, 1834, and September 5, 1839.

THE GENERAL ASSEMBLY

of the Presbyterian church of the United States was held in Louisville this year; one hundred and twelve ministers and eighty-four ruling elders were present.

1844—BUSINESS GROWTH.

There were in Louisville this year one hundred and sixty-two wholesale and retail stores, forty-one commission stores, and six book-stores, ten printing-offices, eighteen drug-stores, fifteen hotels and taverns, one hundred and thirty-eight grocery stores, three hundred and fourteen mechanics' shops of all kinds, eighty lawyers, seventy-three physicians, forty-six steam factories and mills, fifty-three other factories, six banks, twenty-six churches, and fifty-nine schools and colleges. A comparative view of the extent of these branches of business in the place, in the three years 1819, 1844, and 1871, will be published when these annals reach the latter year.

The Rev. Dr. Craik remarks, in *Historical Sketches of Christ Church*, that, "on my arrival here in 1844, Louisville had the cheapest and most abundant market I have ever seen. House rent was low, and the expense of living much less than I had known elsewhere. In the spring of 1845 the change began; it was slow, but gradual and constant, until in 1860 house-rent and the price of most articles of food had increased three- and fourfold from the prices in 1844."

The assessment of this year again showed a slight decrease. It was in the Eastern District \$6,790,787; Western, \$4,865,521;—total, \$11,656,308.

The long-renowned Louisville Courier was started this year, by Mr. Walter N. Haldeman, now the veteran business manager of the Courier-Journal.

STEAMBOAT EXPLOSION.

The steamboat *Lucy Walker* exploded three boilers October 25th of this year, in the middle of the river, only about four miles below New Albany, with most disastrous effects. Everything immediately above the boilers was blown to pieces, the *hides'* cabin also took fire, and in a short time the vessel sank in twelve feet of water. Fifty to eighty persons were killed or drowned by this awful calamity, and about twenty were more or less injured. Among the former were General Pegram, of Virginia, and others of more or less note.

DEATH OF LOUISVILLE MINISTERS.

Among the dead of the year were the Rev. D. C. Banks, the first pastor of the First Presbyterian church, and the Rev. William Jackson, the first Rector of St. Paul's church after its new building was erected.

ANOTHER GENERAL ASSEMBLY,

this time of the Old School branch of the Presbyterian church of the United States, met in Louisville this year, its sessions beginning May 16th.

THE MERCANTILE LIBRARY

had by this time four thousand volumes upon its shelves, besides many valuable pamphlets and other documents.

1845—POPULATION.

An informal census taken in September of this year, for Mr. Jagli's edition of the *City Directory*, exhibited an aggregate population of 37,218—whites, 32,602; slaves, 4,656; free blacks, 560. As the official enumeration five years afterwards gives the city a population of 43,194 in 1850, it is possible, of course, that the unofficial count of 1845 was correct, although a growth of 16,000 in the first half of the decade (from 21,210 in 1840), and of only 4,976 in the remaining half, seems rather disproportionate, and is hardly probable. We doubt whether the population really exceeded 30,000 at this time.

The progress in other respects must also be noted. Beginning with two hundred and seventy, the houses engaged in trade, wholesale and retail, had gone up to five hundred. There were also twelve large foundries for the manufacture

of steam machinery; one large rolling and slitting mill; two steam bagging factories capable of turning out annually 2,000,000 yards; six cordage and rope factories, by some of which were made 900,000 pounds of bale rope each year, several smaller rope walks for the production of sash cord, twine, etc.; one cotton and one woolen factory; four flour mills, from which certainly four hundred barrels were made daily; four lard oil factories; one white lead factory; three potteries; six tobacco stemmeries, and several tobacco manufactories; two glass cutting establishments; one oil-cloth factory; two places for the making of surgical instruments; two lithographic presses; one paper mill; one star candle factory; four pork houses that can slaughter and pack 70,000 hogs annually; three piano-forte manufactories; three breweries; eight brick-yards; one factory for ivory black; six tan neries; two tallow rendering houses, from which were produced 1,000,000 pounds annually; eight soap and candle factories; three planing machines; two scale factories; two glue factories; three large ship yards; besides several factories of minor importance.

The official valuation of property in the city, having reached its lowest point in this decade, was now beginning to recover itself, gaining \$2,445,837 within the year. The full figures are, for the Eastern district, \$7,530,623; Western, \$6,571,422; total, \$14,102,145.

ECCLESIASTICAL

One of the most memorable events in the history of the Methodist Episcopal Church in America occurred here in May of this year, in the formation of the Methodist Episcopal Church South. More concerning it will appear hereafter.

THE CANAL

February 10, 1845, the Legislature gave formal assent to the proposal that the ownership and control of the Louisville & Portland Canal should pass to the United States Government, which should be permitted to purchase any additional ground necessary for its enlargement.

One thousand five hundred and eighty-five steamboats and 304 flat and keel boats, 318,741 tons, passed through the canal this year, paying \$138,391 tolls. From the opening of the canal, January 1, 1831, to the close of 1845, fifteen

years, 16,817 steamboats (an average of 1,121 per year) and 5,263 flat and keel boats, with a total tonnage of 3,048,692, passed through it, paying in tolls \$1,506,306.

LIST OF HEMPS.

The United States Hemp Agent at Louisville, Mr. Lewis Sanders, made an interesting series of tests June 9, of the comparative strength of Russian and Kentucky water-rolled hemp. The result, as might be expected, was in favor of the American product, a rope of Kentucky hemp 1.7 inches in circumference sustaining a fall of 2,940 pounds before breaking, while a larger Russian rope (1.8 inches) parted under a strain of 2,218 pounds.

THE RIVER FROZEN.

Winter set in with unusual severity this year. On the 6th of December the Ohio was covered with ice, for the first time in a dozen years so early as this. It remained closed but four days, however, breaking up again on the 10th.

1846--THE MEXICAN WAR.

The struggle with Mexico had now been initiated, and Kentucky had been called upon for her quota of volunteers—two regiments of infantry or riflemen and one regiment of cavalry. It was speedily filled. The Louisville Legion was prompt to tender its services, and, as filled by ready enlistments, it constituted bodily the First regiment of Kentucky infantry. Within four days after the Governor's proclamation calling for troops (May 22), the Legion had embarked for the seat of war. Some of the Louisville officers and men were also in the Second regiment, among whom was the gallant young Lieutenant-Colonel Henry Clay, Jr. The cavalry regiment was led by Colonel Humphrey Marshall, of Louisville, and two Jefferson county companies were in the regiment—the first and second; commanded, respectively, by Captains W. J. Heady and A. Pennington.

In the autumn came stirring news from the Legion. At the battle of Monterey, September 24th, it was posted to support a mortar battery, and was for twenty-four hours under fire of the Mexican cannon without having the opportunity to reply. They held thoroughly in check the enemy's cavalry, and by their steadiness under

fire won much praise for "obedience, patience, discipline, and calm courage." The Legion repeatedly distinguished itself in the service, and on the 23d of February of the next year it was the subject of complimentary resolution by the Legislature, which also voted thanks and a sword each to General Zachary Taylor, formerly of Louisville, and General William O. Butler, of Carroll county, who had been appointed Major-General of volunteers. At the battle of Buena Vista, proceeding on the same day, in which General Taylor won a signal victory, Colonel Clay, of Louisville, son of the great statesman Henry Clay, was killed on the field. His remains were brought back to Kentucky with those of sixteen other officers and private soldiers, and buried with imposing ceremonies July 20, 1847, in the State cemetery at Frankfort. A funeral discourse was delivered on this occasion by the Rev. Dr. John H. Brown, and an oration pronounced by Major John C. Breckenridge, afterwards Vice-President of the United States and a Major-General in the Confederate army.

A RAILROAD AT LAST.

On the 1st of March the Louisville & Frankfort Railroad company was duly incorporated. This was to take the place of the Lexington & Ohio railroad, of which only the section from Lexington to Frankfort had been constructed, and finally gave Louisville a railroad. Mr. Casseday thus explains the delay:

The subject of this road had for a long time agitated the city; many surveys had been made, and indeed the work had at one time progressed to the actual digging and embankment of several miles of the track. The opening of the road was finally effected by the subscription of \$1,000,000 by the city herself, which was paid by a tax of one per cent. for four years on all real estate within her limits, and this tax was repaid to the owners in shares of stock. Although sanctioned by the vote of a very large majority of the citizens, this measure was for a while a very unpopular one, but the opponents have lately found that the present loss was to them in the end a gain, and they are ready once more to submit to similar taxation, if by so doing other roads can be constructed. Indeed, the subject of railroads was now eagerly taken up, and a just and most effective feeling in their favor was taking the place of the former apathy and indifference. The Louisville & Lexington railroad had opened so many new sources of wealth and developed such advantages before unthought of, that the policy of stretching out iron arms to embrace in their circle all possible resources was no longer doubted. A tug upon this feeling, the people of Louisville united with those of Jefferson county in forming a road from that point to Columbus, and with those of New Albany in uniting that growing city with Salem. The purpose had in view in the construction of these roads is the ultimate and

not very distant connection of Louisville, Jeffersonville, and New Albany with Lake Erie, St. Louis, and Lake Michigan.

THE UNIVERSITY OF LOUISVILLE.

This institution was incorporated by the General Assembly of the State February 7, 1846. The charter then granted gave it power to acquire and hold so much real and personal property as would yield an income not to exceed \$10,000. The President and a Board of ten Trustees, elected by the General Council, two each alternate year, for terms of ten years, control the University. The President is elected by the Board, and holds his office during their pleasure, or until it is vacated by his death, resignation, or removal from the county. The Board have in charge the fine property known as University Square, bounded by Chestnut and Magazine, Eighth and Ninth streets.

THE NEW THEATRE

was opened early this year by the veteran manager, Mr. Bates, of Cincinnati, in the building begun by Mr. Coleman about 1843, on the southeast corner of Green and Fourth streets, where the Corner-Journal office now stands. It had been left unfinished by Mr. Coleman, but was purchased and completed by Bates, and was occupied for theatrical and operatic performances during about thirty years.

THE POST-OFFICE.

presented some curious statistics this year, according to Mr. Collins's Annals, to which we are indebted for many of the notes of these and subsequent years. He reports, under date of November 2d:

The number of inquiries, this day, at the general delivery of the Louisville post-office for letters was 1,564—of which 536 for or by ladies, and 1,326 for or by gentlemen. The name of Smith was inquired for 33 times, of Johnson 28 times, of Clark 23, Jones 21, Wilson 20, Brown 19, Williams 17, and Evans 13 times. This was believed to be an average of the daily applications at the general delivery.

A NOTABLE BREACH OF PROMISE CASE

was heard and determined the same month in a Louisville court—that of Miss Nano Hays against John Hays, in which she recovered \$6,000 damages.

ANOTHER MASONIC LODGE.

Mount Zion Lodge, No. 147, Free and Accepted Masons, was chartered by the Grand Lodge in September. Philip Tompert was its first Master.



HON. JOHN J. MARSHALL.

In June died in Louisville the Hon. John James Marshall, one of the most famous of the famous Marshall family. He was son of the elder Humphrey Marshall, Senator of the United States from Kentucky; took the first honors as a graduate of Princeton college; married in 1809 the sister of James G. Birney, the great Abolitionist; became an eminent lawyer; represented Franklin county in the lower branch of the State Legislature in 1815-16 and in 1833, and in the State Senate 1820-24, was an Elector on the unsuccessful Clay ticket in the Presidential campaign of 1833; was a judge of the courts for many years, and author of seven volumes of Reports of the Kentucky Court of Appeals; and father of General Humphrey Marshall, of the Mexican and Secession wars, James Birney Marshall, a journalist in Louisville and elsewhere, and a poet of some note in his day; and of Charles E. Marshall, a former Representative from Henry county in the Legislature.

MR. MACKAY'S VISIT.

Alexander Mackay, Esq., an English barrister of the Middle Temple, London, was here the latter part of this year, and made some entertaining notes in his book, *The Western World*, from which we quote:

We had nearly completed the third day after our departure from St. Louis, when, at early morning, we arrived at Louisville, the largest and handsomest town in Kentucky. It is built at the point at which occurs the chief obstacle to the navigation of the river, that which is known as the rapids of the Ohio. These rapids are trifling as compared with those which occur in the course of the St. Lawrence, extending over only two miles, and not falling much above ten feet per mile. . . . The town is well built, spacious and pleasant, and has a thriving, bustling, and progressive look about it. The population is now about 35,000, to which it has increased from 500, which was all that it could muster at the commencement of the century.

The world has rung with the fame of Kentucky riflemen. Extraordinary feats have been attributed to them, some practicable, others of a very fabulous character. For instance, one may doubt, without being justly chargeable with too great a share of incredulity, the exploit attributed to one of their "crack shots," who, it is said, could throw up two potatoes in the air, and waiting until he got them in a line, send a rifle-ball through both of them. But waiting the question as to these extraordinary gifts, there is no doubt but that the Kentucky riflemen are first-rate shots. As I was anxious to witness some proofs of their excellence, my friend Deane acquired of the landlord of there were then one matches going on in town. He told me I was to sit in the outside room, where we were likely to find something of the kind, and that he would bid without loss of time. There had been several matches that morning, but they were over before we arrived on the

ground. The game was, however, still going on, of rather a singular character, and which had already been nearly of a week's standing. At a distance of from seventy five to one hundred yards from where the contest stood, were two black clothed, perched about in such a manner which left them exposed on the side towards the competitors. At these two men were firing as fast as they could load, and as it appeared to me, at random, at the cocks not off without impunity. On my observing to Mr. Deane that although I was no crack-shot, I thought I could tell one of them at the first fire, he smiled and directed my attention to their tails. One, indeed, had scarcely any tail left, unless those solitary feathers deserved the appellation. On closer inspection I found a white line drawn in print or chalk on either side of the tail of each, close to the body of the bird, and each party taking a bird, the bet was to be won by him who first shot the tail off his, up to the line in question, and without inflicting the slightest wound upon its possessor. They were to fire as often as they pleased during a certain hour each day, until the bet was decided. One of the competitors had been very successful, and had accomplished his object on the third day's trial, with the exception of the two feathers already alluded to, which, having had a wide gap created between them, seemed to baffle all his efforts to dislodge them. What the issue was I cannot say, for at the close of that day's trial it remained undecided.

1847—ASSESSMENTS.

The assessment valuations of 1846 and 1847 ran very close together, and both exhibited a handsome increase (the latter nearly two and a half millions) upon that of 1845. They were, respectively, in the Eastern district, \$7,100,305 and \$7,069,963, and in the Western, \$8,927,109 and \$9,450,132. Totals, \$16,027,414 and \$16,520,095. The drift of valuation, it will be observed, was toward the Western district, which had now overtaken and passed the other. Henceforth, steadily, the valuation of the Western will be found greater than that of the Eastern district.

BUSINESS.

The following statistics of merchandise received and sold at Louisville this year, are derived from Judge Hall's book on *The West*, published the next year in Cincinnati: Sugar, 9,320 hogsheads; molasses, 10,220 barrels; coffee, 37,125 bags; cotton, 5,620 bales; tobacco, 6,650 hogsheads; bagging (in eight months), 44,700 pieces; bale rope (for same time), 27,400 pieces.

The Bank of Louisville declared a semi annual dividend of three per cent July 1.

MORE TROOPS.

were raised in Kentucky for the war this year—

four companies for the Sixteenth regiment of regulars, and two more volunteer regiments of infantry. In the Fourth was one Jefferson county regiment, summoned by Captain T. Keating. The Lieutenant Colonel of this regiment was William Preston, of Louisville. William T. Ward, of Greensburg, afterwards a Brigadier General in the War of the Rebellion and a resident of Louisville, was Major in the regiment. Three companies from the city were among the twelve shut out by the filling of the regiments before they were reported.

A TREMENDOUS FLOOD

occurred in the Ohio in February. At Louisville, says Collins's History, it reached a point within nine inches of the line reached in 1832, and within six inches at Maysville. The statistics published after the great inundation of 1882, however, and vouched for as "correct," gave the extreme height at the head of the Falls as 45 $\frac{1}{2}$ feet above low water, at the foot as 68 $\frac{1}{4}$ —in each case within $\frac{3}{4}$ of an inch of the flood of 1832. Passengers were landed from steamers in the third-story of a building in Strader's Row, at the foot of Third street. Many homes were entirely undermined and became useless for further occupancy, and a large number were washed away. Not a few people were drowned, and the destruction of all kinds of property was very great.

The chief reason for this almost unprecedented freshet is doubtless the great rain-fall—the heaviest ever known in Kentucky, in so short a time. On the nights of the 9th and 10th of December, 1847, the smaller streams rose with such rapidity as to drive people into the second stories of their homes for the preservation of their lives.

HISTORIC NOTES.

The annual meeting of the Convention of the Protestant Episcopal Church for the Diocese of Kentucky was held here in the second week of May.

William Wallace died here this year, aged seventy-six. He had been a soldier of much local renown, participating in three famous battles, viz: Tippecanoe, the River Raisin, and New Orleans, and made ten barge trips in the early day to the Crescent City, walking back home each trip through the wilderness. He was

the grandfather of William Rubel, present jailer of Louisville.

The steamer Harry Hill exploded its boiler at the Louisville wharf February 12th, severely scalding the first engineer.

The Law Department of the University of Louisville was organized this year.

1848—POPULATION, ETC.

Again we have a local census taken by Mr. Jegli, which shows a white population of 20,501 males, and 20,533 females, 4,136 slaves, and 612 free colored persons; total, 45,782, an increase of 8,564 upon his census of 1845. But the Federal census of two years after this, that of 1850, could find but 43,194 people in the city. There are more than 8,000 names in the Directory of this year.

The valuation of the Eastern District (real estate, probably,) was \$6,208,607; Western, \$6,838,907; total, \$13,047,514. The entire valuation was: Eastern District, \$8,284,565; Western, \$10,555,461; total, \$18,839,996. In the Eastern District were levied 2,774 white tithes, 1,048 black (85 free), total 3,832; in the Western 3,215 white, 1,226 black (81 free), total 4,441; grand total for the city, 8,273.

The compiler of the Directory for this year, after setting forth the real and personal property assessments, remarks as follows:

It will be seen, from the above table, that the advancement in the value of property in the city is steady—the improvements in the last two years have been very great. This continued prosperity may be attributed not so much to the superabundance of money or the visionary schemes of speculators, as to the influx of capital, population, and the indomitable enterprise and industry of our citizens. The amount of money invested in improvements, some of which are great ornaments to our city, in the last two years, will not fall short of \$1,300,000. Giving to each house an area of twenty feet front, the buildings erected in the time above stated would cover rising three miles of ground.

The inspection of tobacco at Todd's warehouse had begun November 1, 1847, and by July 6, 1848, had reached 2,588 hogsheds. To the same time, from August 24th of the previous year, the inspection at the Planters' warehouse amounted to 1,319 hogsheds.

CAVE HILL DEDICATED.

On the 25th of July, the beautiful rural cemetery at Cave Hill was dedicated to its sacred pur-

poses, in the presence of a large assemblage. The establishment of a suitable "God's Acre" for the city upon the property known as the Cave Hill Farm had been in view for some time, and in February, 1848, the General Assembly passed an act incorporating Messrs. S. L. Shreve, G. W. Payless, Jedediah Cobb, James C. Johnston, W. B. Belknap, and James Ruff, and their successors, as the Cave Hill Cemetery Company. June 1st of the same year, Mr. William R. Vance, Mayor of the city, in whose hands the Cave Hill tract already was, conveyed it for a nominal consideration to these gentlemen. Some difficulty arose from the reservations that were made by the city for quarries, and for access to the pest-house, work-house, and other buildings that might be erected upon parts of the tract not conveyed; but they were in a measure overcome, and the cemetery, as before stated, was dedicated in July, with a beautiful and eloquent address of the Rev. Dr. E. P. Humphrey.

The original grant from the city was of forty and six-tenths acres only. About twelve acres were added December 12, 1849, by purchase from Mr. William F. Pettit. Another grant, of thirty-two acres, from the Cave Hill tract, was made by the city March 24, 1859, making the total amount now appropriated to cemetery uses ninety-one acres. Forty-nine acres were next bought, July 25, 1863, from Mr. George L. Douglass. A final donation was made by the city April 11, 1855, of a small strip of land on the north side of the ravine, comprising 1.45 acres, which, with the tracts previously acquired, make up a total of one hundred and forty and one-half acres. A new receiving vault was built in 1856, at a cost of \$15,000. Mr. David Ross was Superintendent of the Cemetery until his death in 1856, when he was succeeded by Robert Ross, who is still the Superintendent. The cemetery is now, it is needless to say, the most famous in or in the vicinity of Louisville, and one of the most noted in the country.

A VIRGINIAN'S VISIT.

In 1848 Mr. John Lewis Peyton, a Virginian, made a brief visit to Louisville, which gave him the opportunity for some pleasant paragraphs in his book of travel "Over the Alleghanies and Across the Prairies," published twenty-one years afterwards. He says:

At Louisville I took lodgings, Wednesday, August 6th, in

the Galt House, the most comfortable hotel I met in the West. The establishment was then under the superintendence of a native of Virginia, Mr. Thompson, who was quite celebrated, distinguished in the annals of Louisville for his noble and patriotic and disinterested conduct, which he displayed on all occasions of election, disputation, and riots. He was a devoted gentleman, I need not say in his father's land, and of this I was driven to take the management of one of those vast and complicated concerns known as the "American hotel."

Louisville is the commercial capital of Kentucky, and besides a large trade which she carries on by the river, is becoming an important manufacturing centre. It was greatly struck with the natural beauty of the country around it, and indeed with the country all the way to Lexington.

The heat of Louisville was very oppressive at this period, the temperature such as one might expect to find near equatorial Africa. Mosquitoes and all kinds of insects and bugs were about in countless thousands, and flayed mortally. The beds at the Galt House were provided with mosquito bars, made of a thin gauze, which furnished a slight protection, but by some means or other a single mosquito was sure to make his way through this and all other obstacles, and buzz around my head during the night, stinging me to madness, and prohibiting me from back to foot, and thus making refreshing sleep an impossibility. I was not sorry, therefore, to leave Louisville. At the period of my visit there was a short railway between Louisville and Lexington, the only track of the kind in the State, and by this I traveled over one of the loveliest countries in the world to Frankfort and Lexington.

HON. WILLIAM J. GRAVES,

member of Congress from the Louisville District 1835-41, and slayer of Mr. Cilley in the duel at Bladensburg in 1838, died September 27th of this year, the same in which he was a candidate for the Whig nomination for Governor in the convention which selected John J. Crittenden.

1849- CHOLERA.

The Asiatic cholera revisits Louisville this year, in common with the rest of the State and country, and this time with seriously fatal effect in the city which had theretofore been almost exempt. In May none died, while other places were much afflicted, fourteen dying in the lunatic asylum at Lexington; but in June sixty persons in Louisville perished of the scourge, and in July one hundred and forty-one. Yet the percentage of population attacked or slain by the disease was much smaller than in many other cities and towns.

Mr. Deering says, in his pamphlet of 1859, that the cholera visitations of 1832-33-49 began each in identically the same square, and within a few yards of the same spot. In the latter the

sanitary conditions of this locality were improved, and the cholera did not return to it.

THE FIRST GERMAN DAILY NEWSPAPER

in the city was started this year, the initial number of the *Louisville Anzeiger* appearing, March 1st. It was conducted by Otto Schaeffer and George P. Doern, the latter a young German who came to the city in 1842, a lad of fifteen, beginning his business career as a newsboy, then becoming a compositor, and finally embarking successfully in German journalism. Their daily started with two hundred and eighty subscribers, at ten cents per week, and had a hard struggle for existence; but pluck and energy carried it through, and it remains to this day one of the most influential organs of the German nationality in the country.

THE CORNER-STONE

of the new Catholic cathedral was laid with due ceremony August 15. There were now three Roman Catholic congregations in the city.

EMANCIPATION MEETING

At this time the subject of the gradual emancipation of the slaves was much under discussion, in public, in private, and in the newspapers, throughout the State. It was the commencement of a very active campaign, during which delegates to the convention called to reconstruct the State constitution were to be nominated and chosen. Meetings in favor of such emancipation were held in various places, and among them one in Louisville February 12 of this year. We have no report of its proceedings, however.

PERSONAL NOTES.

The Rev. John B. Gallagher, rector of St. Paul's church, died February 9. A notice of him will be included in our chapter on the churches.

Mrs. Harriet Barney, widow of Commodore Barney, famous for his naval exploits in the Revolution and the War of 1812, died here October 13. Her husband had left Baltimore in 1818, to settle with his family near Elizabethtown, in this State; but died at Pittsburg en route. Mrs. Barney removed to Louisville about 1820, and remained here till her death. She was mother of Adele, a beautiful young lady, afterwards wife of Isaac Everett, of the Galt House.

ON THE RIVER.

Steamers continued from time to time to claim

quick trips from New Orleans to the Falls. The time last reported in these chapters—that of the *Edward Shippen*, in 1841—was beaten by nearly fifteen hours this year by the steamer *Belle Key*, which arrived from New Orleans in four days, twenty-three hours, and seven minutes—not much more than half the time taken by the *Lexington* in 1827, which was the third quickest trip made to that time.

VISIT OF GENERAL TAYLOR.

February 11, 1849, General Taylor, hero of the Mexican war, now President-elect of the American Union, on his way to Washington to be inaugurated, revisits his early home at and near Louisville, where he had lived for forty years. He was received with great distinction by his old friends and the populace. He was also entertained at Frankfort and at Maysville, near which place—at Washington, Mason county—his first duties, as a young lieutenant of the army on recruiting service, were performed in 1809. The vote of the State had been given to Taylor and Fillmore by a majority of seven-teen thousand two hundred and fifty-four.

THE LADY EMILINE STUART WORLEY,

the well-known English traveler and authoress, was also among the visitors of the year. She made the following note upon the place in her book of *Travels in the United States*:

We have had a very interesting expedition to the Mammoth Cave of Kentucky. But first a word of Louisville itself.

It is a fine city, and the best lighted, I think, that I have seen in the United States. I imagine the Louisvillians are proud of this, as they have their diligences start at 4 o'clock in the winter's morning! It is the chief commercial city of Kentucky, and lies on the south bank of the Ohio. The canal from Portland enables large steamers to come to the wharves. An extensive trade is carried on here, and there are manufactories of various descriptions, the facilities offered by the enormous water-power of the region assisting greatly in the development of this department of industry. There are numerous factories, foundries, woolen- and cotton-mills, flour-mills, etc. The population is about 47,000; in 1800 it was only 600. Kentucky is a very prosperous State.

THE VALUATION OF THE CITY

this year was \$19,648,849—\$8,875,259 in the Eastern District; Western, \$10,773,590.

CHAPTER X.

THE EIGHTH DECADE.

1850—Statistics from the Census—Table of Manufactures—The Assessments—A New City Charter—The Cholera—The Earthquake—Death of Bishop Dozier and George Gwatney—Medical Department of the Masonic University of Kentucky—The Louisville Fair—An Extraordinary Case in Obstetrics—Jenny Lind in Louisville—Dr. Drake's Account of Sanitary Conditions Here—1851—New City Charter—Cholera and Fire—Railroad Affairs—Supreme Court Decision—A Cold Spring—The Park—Bourne—Louisville Female Seminary—The Government Building—The Public Schools—Masonic Lodges. 1852—Statistics of Population, etc.—History of Louisville Published—An Account of the City—Churches and Other Buildings—The Schools, Public, Professional, and Private—The Blind Institution—Health—Comparative Falls of Mortality—Market Houses—Newspapers and Periodicals—Trades and Professions—Commercial and Manufacturing Statistics—Quick Steaming—Cold Winter—Printing-house for the Blind—Kossuth Visits Louisville—Local Feeling Upon the Death of Clay and Webster—More Masonic Lodges—Foundation of the Scottish Rite—1853—The Mechanics' Institute of Kentucky—Professor Butler Killed by Matt F. Ward—Ward's Trial—Indignation and Riot Over the Result—Municipal Affairs—More Rapid Steaming—Hot Weather. 1854—Cholera Again—Premiums Taken in Louisville—Valuation—Pork-packing—New Park Proposed—Bank Panic—Activity in Politics—River Matters—Filibustering—Ex-President Fillmore's Visit—The Water-works. 1855—Bank Dividends—River Frozen Over—Gigantic Horse—State Conventions—Contest for the Majority—Purchase of a Wharf—Assessment—Liberation Riot. 1856—Ohio River Closed Fifty-three Days—Death of "Old Ben Duke"—Bridge Company—Falls Channel Deepened—Candles from Cannel Coal—Medical School Burned—Assessment—Grants to Railroads—High Schools Opened. 1857—Cold Weather—Large Fire—Public Dinner to James Guthrie—Edward Everett's Lecture—Exhibition of the United States Agricultural Society—Another Bank Flurry—Masonic Fund Society—Population and Other Statistics—Citizen Guards—Another Riot—Editorial Street Fight—Editorial Duel. 1858—Bank Affairs—Troops for Utah—Revival of Religion—Tobacco Show—Fire Department—Woodlawn Race-course—The Great Artesian Well—Charles Mackay's Visit. 1859—Mr. Deering's Book on Louisville: Her Commercial, Manufacturing, and Social Advantages—His Report of the City in "Many Particulars—Fortunate Sale of Railroad Bonds—The Kentucky Giant Dies—Bank Shares Sold—"Print come!" Published.

1850—STATISTICS FROM THE CENSUS.

Another year of the Federal census had come. It made a good showing for the population of Louisville, though not so great as the informal and irregular censuses taken during the previous decade would lead one to expect. The city had now, by this enumeration, 43,194 inhabitants. Her people had again a little more than doubled within ten years. There were 21,210 in 1840; 21,984 measured the increase during the decade.

It was the last time that the population of the Falls City would similarly double. The rate of increase for each decade of the next twenty years would near fifty per cent. about as closely as that of the last three decades had neared one hundred. And then in the memorable panic decade the rate would drop suddenly to less than twenty five.

Most of the following statistics are also from the seventh census. Mr. Casseday, who reproduces them in his *History*, made some useful additions to them. He says:

It is believed that the figures in this table are under the actual amounts; it is certain, at any rate, that they do not in any instance exceed the truth:

TABLE OF MANUFACTURES.

	No. of factories.	No. of hands.	Annual product.
Animal Charcoal	2	12	\$15,000
Awnings and Tents	2	12	7,500
Artificial Flowers	1	3	6,000
Bagging Factories	3	120	184,000
Bakers	96	332	460,000
Bandboxes	3	9	3,800
Baskets	3	7	5,400
Belows	2	7	15,000
Blacking	3	12	7,500
Blacksmiths	49	254	103,400
Blinds, Venetian	3	12	14,200
Blocks and Spars	2	12	7,500
Bootmakers	63	302	375,100
Brewers	6	30	108,600
Brushes	2	9	5,813
Bricks	35	339	224,000
Bristle Dressers	1	3	2,500
Burr Stones	1	8	12,000
Bucket Makers	4	30	64,200
Candy	9	56	184,800
Camphane, etc.	1	3	31,500
Carpenters	144	916	1,027,600
Cars, etc.	1	100	
Carpet Weavers	2	14	6,000
Coach Makers	9	93	123,300
Cotton and Wool	3	135	173,500
Clothing	45	1,157	941,500
Composition Roofing	1		
Combs	6	18	9,800
Coopers	20	60	56,800
Cement	1	4	10,000
Edge Tools	2	9	16,000
Feed and Flour-mills	9	47	233,800
Flooring and Saw-mills	14	190	420,200
Fringes, Tassels, etc.	1	6	8,700
Furniture	25	446	638,000
Foundries	15	930	1,392,200
Glass Cutters	1	3	2,500
Glue	2	6	5,000
Gunsmiths	4	8	14,000
Glasses	1	50	50,000
Hats	6	68	201,700
Last Makers	1	2	2,500
Lath Makers	1	4	5,000

	Number of Families	No. of Inhabitants	Annual product
Lock Makers.....	6	33	37,400
Lead and Splitter.....	1	1	1,000
Lithographers.....	1	5	20,000
Looking Glass, etc.....	2	11	12,000
Machinist.....	2	5	6,000
Machine Workers.....	4	41	35,000
Machinist and Instrument Makers.....	1	3	6,500
Machine.....	2	13	21,000
Machinist Instrument Makers.....	3	69	
Machinery.....	35	544	340,000
Oil Cloth.....	2	12	11,200
Oil Stoves.....	1	6	20,000
Oil, Lard and Linseed.....	3	16	142,000
Nails.....	1	2	2,000
Paper Mill.....	1	39	113,000
Plane.....	3	8	13,000
Platform Scales.....	1	11	12,000
Patent Medicines.....	24	127	407,400
Painting Offices.....	10	201	214,000
Plows.....	4	20	35,000
Perfumery.....	2	13	8,000
Pottery.....	2	14	11,500
Pork Houses.....	4	475	1,370,000
Pumps.....	3	16	15,100
Ropes.....	11	160	450,000
Saddlery.....	17	114	236,000
Saddle Trees.....	1	7	7,500
Soap and Candles.....	6	59	49,000
Starch.....	1	5	20,000
Steamboat Carpenters.....	4	75	235,000
Stocking Weavers.....	1	10	5,000
Stevensons.....	4	18	34,500
Stucco.....	1	5	7,000
Tobacco and Segars.....	82	1,650	1,542,500
Tin, Copper, etc.....	17	67	142,100
Tanners.....	9	64	170,000
Trunks.....	3	27	20,500
Turners.....	4	8	11,000
Upholsterers.....	5	21	50,000
White Lead.....	1	8	12,000
Wigs.....	1	4	8,000
Whips.....	1	2	1,500
Wire Workers.....	2	12	12,500
Wagons.....	20	144	181,800

The following memoranda of steamboats for 1850 are added by Mr. Casseday: In 1850 there were employed on 53 steamboats, owned in Louisville, 1,923 hands. The amount of capital invested in these boats was \$1,293,300, and the annual product for freight and passage reached \$2,549,200.

THE ASSESSMENT

of the year was \$11,780,726 for the Western District, \$8,671,426 for the Eastern; total for the city, \$20,452,152.

* Most of the machinists are connected with the foundries.

† This does not include all steamboat builders.

‡ Most of the turners are connected with various factories.

A NEW CITY CHARTER.

The movements which led to the grant of a new charter for the city of Louisville began with the year. The instrument, when obtained (it went into effect March 24, 1851), made all the city officers elective by the people, instead of appointive in part, as heretofore. The municipal government was lodged in the hands of the Mayor and a bicameral or two-chambered city Legislature, after the plan of State Legislatures, the two houses of which were called, respectively, the Board of Aldermen and the Board of Councilmen. This feature of the city government remains to this day, and has been adopted by Cincinnati and some other municipalities. Mr. Casseday, writing two or three years afterwards, said of the new departure:

Many of the provisions of this charter are *laudable*, and wise in their operation, while many others are *impracticable* or *impracticable*. The first Mayor under this new charter felt himself obliged to resign his office, on the plea of *incompetence* to perform the duties assigned to him by the instrument. The Council, however, moving to displace this incumbent on either as he had proved himself *incompetent* in place as "Mayor pro tem." until the end of his term. Experience and the necessities of the city government will doubtless, as time progresses, so modify this instrument as to make its provisions work well and harmoniously.

This charter also created the Sinking Fund, for the purpose of discharging the existing indebtedness of the city, which was then little more than \$300,000. September 6, 1852, the indebtedness of Portland was added, amounting to about \$70,000. By 1859 all the indebtedness then existing had been cleared by the Fund, except \$27,000 which the creditors would not allow to be redeemed.

THE CHOLERA

came again this year, and with a more destructive visitation than ever before to this place. The chief force of the scourge, indeed, seemed this time to be expended upon Louisville, as if in compensation for comparative exemption hitherto. From July 23d to 31st, eight days only, the deaths in the city from this cause were one hundred and thirteen, while in Frankfort there were twenty-three, and a few sporadic cases in other parts of the State.

THE EARTHQUAKE

was also an unwelcome visitant of 1850. It came with a single sharp shock at five minutes past

8 o'clock in the evening of April 4, and was experienced throughout the State, though no damage worse than fright was done. In Louisville, however, the people were so much alarmed by it that many rushed terror-stricken into the streets.

THE BISHOP DIES.

The Right Rev. Benedict Joseph Haget, Catholic Bishop of Louisville, who has been the subject of previous notices in this work, and who was now a feeble and venerable prelate of nearly eighty-seven years, died February 11th, at the Episcopal residence in this city. He was a native of Auvergne, in France, and had been Bishop in Kentucky very nearly forty years. His successor was the Most Rev. Martin John Spalding, later the seventh Archbishop of Baltimore.

George Gwathmey, Cashier of the Bank of Kentucky, and of the well known pioneer family, nephew of General George Rogers Clark and son of Owen Gwathmey, died here this year.

A NEW MEDICAL SCHOOL.

bearing the sounding title of the Medical Department of the Masonic University of Kentucky, was opened here this year. It did not hold its ground, however, and long since was numbered with the dead.

A LITERARY MATTER.

On the 1st of July all the books, charts, pamphlets, and other property of the Louisville Library were transferred to the city, upon condition that the authorities should provide a suitable building for the collection and appoint four of the seven directors, the stockholders of the library appointing the other three. Four years afterwards, by a tacit understanding rather than formal agreement, the Mechanics' Institute took possession of the collection, and managed the library.

AN EXTRAORDINARY CASE IN OESTILIRICS

has been handed down from this year—the reputed birth, June 29th, by a colored mother, of seven children—four girls and three boys. They were fully and well-formed, but were still-born.

THE CITY ALMSHOUSE.

This institution, then located on Duncan street, was opened this year.

JENNY LIND HERE.

In early April of this year the memorable Jenny Lind concerts were given in Louisville.

The following account of the visit is by Charles D. Rosenberg, one of the party, in his book on Jenny Lind in America:

It was early on the Sunday morning, somewhere about 3 o'clock, that we arrived at Louisville, and very sincerely can I say that I was never more glad to quit any public conveyance than I was to leave the E. W. Stephens. For the remainder of the night, or rather of the morning, I went to the Galt House, where I remained in bed till close upon dinner-time. The next day I stowed myself away in the Exchange Hotel, where the greater portion of the orchestra and others of the party were accommodated with rooms. As for Jenny and her companions, they arrived toward the evening, and became the tenants of a house* which had been placed at their disposal by the proprietors of the Louisville Hotel, in the upper part of Sixth street. They were all well and in raptures with that portion of the Mammoth Cave which they had been able to see, the river which crosses the cavern having been too swollen to give them an opportunity of passing it.

Having little to do in the evening, I took the opportunity of wandering through the town, and was much struck by the absence of the awnings over the streets, which would seem to be a prescriptive feature of all American cities. Certainly at present they were not much needed. Bright and clear as the sky was, the temperature was cold and even bleak, convincing us that we had moved northerly, while a slight touch of frost awakened in the morning to the feeling that spring had not yet wholly emerged from its chilly youth.

The first concert which was given in the city was crowded. Not a seat in the Mozart hall, which had been selected, but was filled, and, as in St. Louis, the crowd who stood about the walls might almost exceed belief. Unlike the mob of St. Louis, however, they were not, however, of the most peaceable description, and occasional rows diversified the external entertainments of the evening. In one of them I had the proud satisfaction of seeing a drunken white knock down two "gentlemen of color." Shortly after, feeling inclined for better game, he struck at a white man, who was standing near him. This individual polished him off in a short time, and then consigned him to the care of a policeman. I mention this fact simply to show that the inhabitants of Louisville partake very decidedly of the bellicose disposition, which so strongly characterizes the dwellers in Nashville. Fortunately, they depend rather upon thow and muscle than on small shot and bowie-knives. We were gradually emerging from that quarter of the world in which these agreeable referees are appealed to for the purpose of settling every little difference.

I should, prior to my allusion to it at present, have mentioned the fact that Mr. Barnum had entered into an engagement with Signor Salvi, while at the Havana, for the purpose of strengthening their concerts. It would have been impossible for him to find a more admirable tenor in the whole of America. He is a refined and accomplished artist, and, although, like Belletti, better suited for the stage than the concert room, which affords few means for the display of any-

*This house was the private residence of T. L. Shreeve, Esq.

†The first ticket of this concert was sold to Mr. Louis Tripp, at a premium of \$500. More than one thousand tickets were sold at premiums ranging from \$1 to \$50. The gross receipts of the concert, as I understood, were about \$12,000.

thing like this could not fail of becoming a very great addition to the company.

It had been understood that he was to arrive in Louisville in time for the concert, which was to take place there, and consequently he came here to see the friends of the enterprise. By some mischance he was prevented from coming, and the program was consequently changed on the Wednesday morning, substituting instrumental music for the piece which he had been intended to sing. In consequence of this Salvi would not have appeared there, had Mr. Barnum permitted him his intention of giving only two concerts. The substitute of Louisville was, however, only to have a concert, and a Mr. Kane offered to purchase a third concert from him for \$5,000. It had been agreed that we were to start on the Friday morning, and that our passage in the steamer taken in the Ben Franklin, which left only one day at Mr. Barnum's disposal, after the close of the Thursday's concert. But for this he himself would certainly have given it. He was therefore induced to accept the offer made him by Mr. Kane, and after Jenny's sanction had been obtained to this proposal, the concert was announced in the Louisville papers which appeared on the following day.

Salvi had been telegraphed for from Cincinnati five minutes after the arrangements had been concluded. He arrived in Louisville at 10 o'clock in the morning of the Thursday, rehearsed at 11 o'clock, and sang in the evening. Never, possibly, have I heard him in better voice than he was on this occasion.—"N. B. a vocalist is always in excellent voice on the last night of his career, and very certainly never have I heard him sing better." Indeed, such was the popularity of Malenconi, and of Belletti, and the additional attraction given to the concert by the presence of Signor Salvi, that considerably more than \$6,500 were realized by it in the course of the day, putting into Mr. Ruine's pocket the very handsome sum of \$1,500 on his one night's speculation.

In this concert Salvi sang, when he first appeared, the well known duet from Donizetti's *L'Elmo e la Fata*—"Vegno dire," with Belletti. Both singers delivered this exquisite duet charmingly, and the applause which was awarded them at once convinced us how much the concerts would gain by the presence in them of such an artist. After this he gave a cavatina of Verdi's and the favorite romance of "Spirito on-de l'alina," from the *Favorita* of Donizetti. Nothing could well have been more beautifully rendered than was this last. I have heard Mario sing it, and, save that his voice is somewhat fresher, cannot prefer him to Salvi, and indeed, he is the only tenor with whom this singer could be compared, at present, upon the Italian stage. Suffice it that it was rewarded with as warm an encore as I have ever heard given to a male singer in a concert-room. In fact, nothing could have been more triumphant than was his debut, and this must have amply satisfied Mr. Barnum of the good sense which suggested the engagement to him and the wisdom which induced him to conclude it.

On the following morning we started on the river-road to Cincinnati in the Ben Franklin, the finest steamer, next to the Magnolia, which we had yet seen on the waters of Western America.

DR. DRAKE'S SCIENTIFIC ACCOUNT.

The following notice is comprised in Dr. Drake's large work on the *Principal Diseases of the Interior Valley of North America*, published in Cincinnati this year:

The city of Louisville is in north latitude 38° 3', and west longitude 85° 30'. Its position in reference to the river, the Falls, the entry of Beargrass, and the partly terrace to the south, may be seen in Plate XI. In former times a large portion of the plain, between some high water level, raised the ground to avoid the dampness of the surface. The change in that fashion which is going on, indicates the progressive drying of the soil. The houses are chiefly of brick. Several of the streets are unusually wide. No part of the city are very compactly built. Its spread has been up and down the river, much more than from it, as the swales and ponds in its rear have limited its extension in that direction. The descent of the streets near the river is such as to admit of successful drainage, but at the distance of a few squares from the bank the levelness is so great as to interfere materially with the discharge of the contents of the gutters into the sewer which has been dug behind the town, the outlet of which is into the Ohio some distance below the Falls. The fuel of the city, formerly wood alone, is now chiefly coal. It has no hydrant system, and well water is in universal use. Its manufacturing establishments are not sufficiently numerous and extensive to merit the attention of the etiologist, with the single exception of hemp-carding and spinning. Louisville was originally settled by emigrants from Virginia, but at the present time its population includes people from most of the States, and also from various kingdoms of Europe, of whom the Germans are the most numerous.

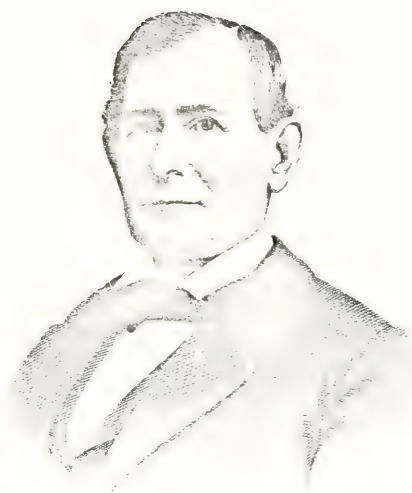
Dr. Drake adds an interesting paragraph concerning the autumnal fevers, which had not then wholly disappeared:

From the earliest period of its settlement, the whole plateau, from the Falls to Salt river, has been infested with autumnal fevers, intermittent and remittent, simple and malignant. They still prevail; but wherever clearing, cultivation, and draining have extended, they have signally diminished. Some portions, however, have repelled those who, settling upon, might have transformed them, and still remain unclaimed. Louisville itself offers a beautiful example of the influence of civic improvements, in destroying the topographical conditions on which these fevers depend. For a long time, when its population was small and scattered, its streets unpaved, and its outlots overspread with small swamps and shallow ponds, the annual invasions of autumnal fevers were severe; and in 1822, a sickly year over the West generally, it was scourged almost to desolation. With increasing density of population, however, and the consequent draining, cultivation, and drying, a great amelioration has taken place, and fever, especially the intermittent form, is now a rare occurrence in the heart of the city; but as we advance into the suburbs, the disease increases. Thus a difference of a few squares gives a striking difference in autumnal health.

To the east, the people on both sides of Beargrass are peculiarly subject to fever, and to the west those of Shippingport, situated, as we have seen, in a low river-bottom, are equally liable.

1851--A NEW CITY CHARTER.

The second charter granted by the Legislature to the city of Louisville dates from March 24 of this year. It was accounted a great improvement upon the original instrument.



CALAMITIES.

The cholera was again pretty bad at Louisville, thirty-one of her citizens being taken off by it during the three days August 13 to 16.

The destruction by fire, September 20, of the buildings occupied by the Kentucky Institution for the Education of the Blind, near the city, was also justly regarded as a public calamity, though no lives were lost. It was two years and a half, February 11, 1854, before the State Legislature appropriated \$25,000 for the rebuilding of the structures. March 3, 1856, \$20,000 more were appropriated to finish them.

RAILROADS.

Propositions were before the Assembly this year, among others, one for State aid, by way of stock subscription, to the amount of \$900,000 for a railway from Louisville to some point on the Mississippi river, \$500,000 to the Louisville & Nashville road, and \$100,000 for a branch from the Louisville & Frankfort railroad to Danville, in case a like amount should be otherwise raised and expended on the road by the company. All the appropriations, however, with others of the kind, failed of passage in the Senate by a vote of eighteen to twelve.

The iron road from Louisville to Frankfort was completed this year, and that from Louisville to Nashville was under contract and in course of construction. The city issues bonds this year in aid of its railroads.

SUPREME COURT DECISION.

Mr. Collins includes the following note in his Annals:

1851, January 4. — United States Supreme Court dismisses the writ of error in the case of *Strader & Gorman vs. Christopher C. Graham*, brought up from the Kentucky Court of Appeals. The latter court had affirmed the decision of the Louisville Chancery Court, giving Dr. Graham \$3000 damages against the owners of the mail-steamboat Pike, for transporting, without Dr. Graham's consent, his three negro men (musicians at the Harrodsburg Springs) from Louisville to Cincinnati, whence they made their escape to Canada.

A COLD SPRING.

The same authority also furnishes the following:

May 1. — Continuation of the coldest spring ever known in Northern Kentucky. Heavy black frost, the most severe since April 25, 1854, during a week and a half of fine, fair days, and many tender trees, vines and overcasts indispensable to personal comfort, thermometer twenty degrees to twenty-eight degrees above zero.

THE FUR BUSINESS.

this year, as was ascertained at the end of the season, amounted to the packing of 195,414 hogs. It was expected that even this large number would be exceeded by ten per cent. the next year.

THE LOUISVILLE FEMALE SEMINARY.

This time-honored institution — "an honor to the city in which it is established," says another — was founded this year by Mrs. William B. Nold, who has since conducted it most successfully, assisted for many years by her daughter, Miss Annie F. Nold. During its thirty years of existence it has had a total of several thousand pupils in attendance, of whom more than two hundred have graduated.

THE PUBLIC SCHOOLS.

took a new departure in 1851, under the new city charter. The old Jefferson Seminary, now the Academical Department of the University of Louisville, was at last made a free school, as also the Female High School, and indeed all the public schools of the city. Government improvements were now introduced in the system of public education, which will be stated at length in a future part of this volume.

THE GOVERNMENT BUILDING.

still occupied by the Post-office, the Custom-house, and other Federal offices, was erected this year, at a cost of \$246,640. It was then considered a very imposing and ornamental public edifice.

NEW MASONIC LODGES.

Compass Lodge, No. 223, Free and Accepted Mason, was chartered by the Grand Lodge August 27th. Mr. E. S. Craig was its first Master.

Willis Stewart Lodge, No. 224, was chartered the same month. First Master, Sylvester Thomas.

1852—SOME STATISTICS.

The valuation tax-assessment in 1851 had been, in the Western District, \$13,146,079, in the Eastern \$10,249,512, and in the whole city \$23,393,591. The corresponding figures for this year were \$14,363,023, \$11,383,764, and \$25,746,784—an increase of \$2,353,193.

Mr. Casseday puts the population in 1852 at



